

COUNCIL  
AGENDA

MAR 29, 1976

THE COUNCIL OF  
THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

DATE: MONDAY, MARCH 29, 1976  
TIME: 7:30 P.M.  
PLACE: CITY COUNCIL CHAMBERS  
1 City Centre Drive  
Mississauga, Ontario.

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1. THE LORD'S PRAYER

2. MINUTES OF COUNCIL MEETINGS: March 8, 1976  
March 17, 1976

3. PRESENTATIONS

"Driver of the Month" award to Mr. Hans Guenter Rushcher for the month of January, 1976.

4. DEPUTATIONS

(a) FILE OZ-1-74 - LILLIAN FREEDMAN

Mr. M. Baker will appear before Council to request Council to allow the Planning Department to approve the Site Plan for the above re-zoning application.

(b) FILE 155-76 - CONDOMINIUM TOWNHOUSE POLICY

Mr. H. Thomson, on behalf of Sylco Construction Limited and V & B Investments Limited (File OZ-83-75) wishes to address Council with respect to Item #12 of the Planning Committee Report of March 3, 1976, concerning Condominium Townhouse Policy.

(c) FILE 112-76 - MISSISSAUGA TRANSIT (ROUTE #17)

Mr. John Bomers wishes to address Council with respect to the cancellation of Route #17 - Streetsville-Sheridan Mall Line. (Also see Attachment P-1).



March 29, 1976.

4. DEPUTATIONS CONTINUED

(d) FILE OZ-59-75 - SHIPP CORPORATION LIMITED

Mr. H. Shipp will attend the Council Meeting to discuss the above application which was referred to this meeting by Council on March 17, 1976. (See Attachment UB-3)

(e) FILE 61-76 - MEADOWVALE VILLAGE

Mr. Kelly Robertson, on behalf of the Meadowvale Village Residents, will appear to address Council with reference to a report by the Task Force established to consider the proposed road diversion affecting the Village of Meadowvale.

(f) FILE T-22330 - MAGIC MEADOWS LIMITED

Mr. J. Douglas Hanson, on behalf of Magic Meadows Limited, will appear regarding the above proposed Plan of Sub-division. This matter was referred to this meeting by General Committee on March 17, 1976. (See Attachment UB-1)

(g) FILE OZ-39-74 - CENTREVILLE ESTATES

Mr. Roger Elliott, solicitor of Centreville Estates, will appear before Council regarding levies on this development. (See Attachment I-31)

(h) FILE 140-76 - OFFICIAL PLAN REVIEW (CITY CORE AREA PLAN)  
FILE 120-76 - DEVELOPMENT POLICY

Mr. D. Hoerz wishes to address Council concerning the Core Area and related matters.

5. PUBLIC QUESTION PERIOD

6. CORRESPONDENCE

- (a) INFORMATION ITEMS - Attachments I-1 to I-31
- (b) ITEMS REQUIRING DIRECTION - Nil

March 29, 1976.

7. NOTICES OF MOTION

8. REPORTS FROM MUNICIPAL OFFICERS - Attachments R-1 to R-13

R-1 - FILE 33-76 - BUDGET (1976 CAPITAL BUDGET)

Report dated March 18, 1976, from the Commissioner of Finance enclosing a revised project table and source of financing table. To be received. Resolution available.

R-2 - FILE P.N. 76-055 - LAND ACQUISITION REQUIREMENTS FOR THE  
RECONSTRUCTION OF EGLINTON AVENUE, FROM  
ETOBICOKE CREEK TO TOMKEN ROAD  
FILE 33-76 - BUDGET

Report dated February 25, 1976, from the Commissioner of Engineering, Works and Building with respect to land acquisition requirements for reconstruction of Eglinton Avenue, from Etobicoke Creek to Tomken Road. To be received. Resolution available.

R-3 - FILE P.N. 76-014 - 1976 CONSTRUCTION PROGRAM FOR CONCRETE  
SIDEWALKS  
FILE 33-76 - BUDGET

Report dated March 12, 1976, from the Commissioner of Engineering, Works and Building with respect to the 1976 Construction Program for concrete sidewalks. To be received. Resolution available.

R-4 - FILE P.N. 75-154 - CONSTRUCTION OF RENA ROAD BRIDGE OVER  
THE WEST BRANCH OF THE MIMICO CREEK  
FILE 33-76 - BUDGET

Report dated February 25, 1976, from the Commissioner of Engineering, Works and Building with respect to the construction of Rena Road Bridge over the West Branch of the Mimico Creek. To be received. Resolution available.

R-5 - FILE P.N. 76-072 - STREETSVILLE TOWN SQUARE CONSTRUCTION  
FILE 33-76 - BUDGET

Report dated March 15, 1976, from the Commissioner of Engineering, Works and Building with respect to the Streetsville Town Square Construction. To be received. Resolution available.

March 29, 1976

8. REPORTS FROM MUNICIPAL OFFICERS CONTINUED

R-6 - FILE P.N. 75-171 - CLARKSON BUSINESS DISTRICT IMPROVEMENTS  
FILE 33-76 - BUDGET

Report dated March 15, 1976, from the Commissioner of Engineering, Works and Building with respect to the Clarkson Business District Improvements. To be received. Resolution available.

R-7 - FILE P.N. 76-071 - WORKS (MARY FIX CREEK CULVERT IMPROVE-  
FILE 33-76 - BUDGET MENTS AND REPLACEMENTS)

Report dated March 12, 1976, from the Commissioner of Engineering, Works and Building with respect to the Mary Fix Creek Culvert Improvements and Replacements. To be received. Resolution available.

R-8 - FILE P.N. 74-127 - WORKS (CONSTRUCTION OF STORM SEWER  
FILE 33-76 - BUDGET OUTFALL IMPROVEMENTS AT LAKE  
ONTARIO IN THE PORT CREDIT AREA)

Report dated March 12, 1976, from the Commissioner of Engineering, Works and Building with respect to the construction of storm sewer outfall improvements at Lake Ontario in the Port Credit area. To be received. Resolution available.

R-9 - FILE 21-76 - TENDERS (INSURANCE)

Report dated March 5, 1976, from the City Treasurer regarding Insurance Tender TT-2-1975. To be received. Resolution available.

R-10- FILE 17-76 - RECREATION (MISSISSAUGA SPORTS WEEK)

Report dated March 12, 1976, from the Director of Recreation concerning Mississauga Sports Week, March 27 to April 3, 1976. To be received. Resolution available.

R-11- FILE 9-76A - TAXICAB AUTHORITY (TRANSFER OF TAXICAB  
PLATE No. 140)

Report dated March 22, 1976, from the Committee Coordinator of the Taxicab Authority concerning the Transfer of Taxicab Plate No. 140. To be received. Resolution available.

March 29, 1976.

8. REPORTS FROM MUNICIPAL OFFICERS CONTINUED

R-12 - FILE 129-76 - GRADE SEPARATIONS (RAILWAY PEDESTRIAN  
SAFETY)

Report dated March 17, 1976, from Councillor M. H. Spence enclosing a brief prepared by various municipal representatives expressing municipal concerns on the subject of Railway Pedestrian Safety and requesting Council to endorse the brief. To be received. Resolution available.

R-13 - FILE 120-76 - DEVELOPMENT POLICY (WATERCOURSE AND MAJOR  
ROAD LEVY POLICY)

Report dated March 24, 1976, from the Commissioner of Engineering, Works and Building, with reference to the clarification of Watercourse and Major Road Levy Policy. It is expected that a report from the City Solicitor will be available at the meeting. Resolution required.

9. COUNCIL TO MOVE INTO COMMITTEE OF THE WHOLE

Verbal motion

10. ITEMS TO BE CONSIDERED IN COMMITTEE

- (a) GENERAL COMMITTEE REPORT #10 - MARCH 17, 1976
- (b) UNFINISHED BUSINESS ITEMS - Attachments UB-1 TO UB-4
- (c) REPORT BY MAYOR DOBKIN RE LOT LEVIES.

11. COMMITTEE TO RISE

Verbal motion

12. PETITIONS - Attachments P-1 to P-2

P-1 - FILE 112-76 - MISSISSAUGA TRANSIT (STREETSVILLE-  
SHERIDAN MALL LINE)  
FILE 49-76 - PETITIONS

Petition from residents objecting to the cancellation of Bus Route #17 - Streetsville-Sheridan Mall Line. See Deputation 4(c).



March 29, 1976.

12. PETITIONS CONTINUED

P-2 - FILE 105-76 - QUEENSWAY EXTENSION  
FILE 49-76 - PETITIONS

Petition dated February 25, 1976, from the Glensharon Ratepayers Association objecting to further extension of a Queensway West artery, together with a letter dated February 27, 1976, from the President of the Old Cooksville Residents Association, Glen Sharon Ratepayers Association, and the Queensway Gardens Ratepayers Association, with respect to same. To be received. Referred to the Official Plan Review.

13. UNFINISHED BUSINESS

UB-1 - FILE 5-76 - GENERAL COMMITTEE

Enclosed with the Council Agenda is a list of items which were not considered by General Committee on March 17, 1976, due to insufficient time. These items were referred to this meeting for consideration.

UB-2 - FILE T-25170 - WHITE BIRCH DEVELOPMENTS

Attached is a report dated February 26, 1976, from Mr. W.P. Taylor, Commissioner of Engineering, Works and Building, together with a letter (undated from Mr. Jack Nesbitt of White Birch Developments, with respect to the Watercourse improvement charge and arterial road improvement charge which was referred to this meeting by General Committee on March 17, 1976.

UB-3 - FILE OZ-59-75 - SHIPP CORPORATION LIMITED

Attached is a report dated March 15, 1976, from the City Manager which was referred to this meeting by Council at its Special Meeting held on March 17, 1976. It is expected that a report will be available at the meeting from the City Solicitor with respect to this matter.

UB-4 - FILE 173-76 - MISSISSAUGA JUDICIAL INQUIRY

It is expected that a written report from the City Solicitor will be available at the meeting concerning this matter.



March 29, 1976.

14. BY-LAWS

- #37-76 - A By-law to stop up part of the allowance for road for part of Fifth Line West in the City of Mississauga. (No objections have been received. Regional approval has now been received.)

THIRD READING REQUIRED

- #108-76 - A By-law to repeal By-law Number 315-75 being a by-law to stop up part of Mississauga Road in the City of Mississauga. (By-law Number 315-75 has to be repealed as it closes the wrong road allowance.)

THREE READINGS REQUIRED

- #109-76 - A By-law to stop up part of an allowance for road in the City of Mississauga. (This By-law replaces By-law 315-75. To stop up portion of road allowance between Ranges 2 and 3, North of Dundas Street, in the area of Old Dundas Street.)

TWO READINGS REQUIRED

- #110-76 - A By-law to accept a deed of land and to establish lands described therein as part of the municipal highway system. (To accept a deed for road widening and to establish as part of Hammond Road pursuant to a requirement of the Land Division Committee for Kowal Investments Limited under File CAB 192/75-M.)

THREE READINGS REQUIRED

- #111-76 - A By-law to accept a deed of land and to establish lands described therein as part of the municipal highway system. (To accept a deed for road widening and to establish as part of Tomken Road. As recommended by General Committee on March 17, 1976, Item #440.)

THREE READINGS REQUIRED

- #112-76 - A By-law to remove certain lands from part-lot control. (To remove semi-detached zoned property on Block G, Plan M-54, and Block C, Plan M-81, from part-lot control. Lands located South of Dundas Street, West of Stillmeadow Road.) All conditions have been satisfied.

THREE READINGS REQUIRED

March 29, 1976.

14. BY-LAWS CONTINUED

- #113-76 - A By-law to remove certain lands from part-lot control. (To remove semi-detached zoned property on Lot 140, Plan M-57 from part-lot control. This lot was not removed from part-lot control previously. Lands located north of Burnhamthorpe Road and west of Etobicoke Creek.)

THREE READINGS REQUIRED

- #114-76 - A By-law pursuant to the Building Code Act, 1974. (This is a new Building By-law which will integrate administration procedures with the new Ontario Building Code.)

THREE READINGS REQUIRED

- #115-76 - A By-law pursuant to the Building Code Act, 1974. (This By-law appoints a chief building official and building inspectors necessary for the enforcement of the Building Code Act, 1974.)

THREE READINGS REQUIRED

- #116-76 - A By-law to execute a Lease. (This is a Lease between The City of Mississauga and St. John Ambulance, Mississauga Branch, covering the old fire hall site at 19 Dundas Street East. As recommended by General Committee, March 17, 1976, Item #437.)

THREE READINGS REQUIRED

- #117-76 - A By-law to accept an Offer to Sell. (This is an Offer from James Alexander Bond for a strip of land shown as part 36, Plan 43R-3261, for widening of Church Street. As recommended by General Committee on March 17, 1976 - Item #438.)

THREE READINGS REQUIRED

- #118-76 - A By-law to accept an Offer to Sell. (This is an Offer from Norine S. Rundle and Chester Douglas Rundle for a strip of land shown as part 38, Plan 43R-3261, for widening of Church Street. As recommended by General Committee on March 17, 1976, - Item #439.)

THREE READINGS REQUIRED

March 29, 1976

14. BY-LAWS CONTINUED

- #119-76 - A By-law to authorize the execution of an Engineering Agreement between Tyndall Nursing Home Limited and the Corporation of the City of Mississauga. C.A.'A' 127/75. (This is a requirement of the Committee of Adjustment. All conditions of the Region and the municipality have been fulfilled. Lands located on the south side of Eglinton Avenue, east of Tomken Road.

THREE READINGS REQUIRED

- #120-76 - A By-law to authorize execution of an agreement for municipal purposes. (This agreement covers the supply and installation of Traffic Control Signals at Lakeshore Road West and Meadow Wood Road as set out in Contract P.N. 75-166 - awarded to Guild Electric Limited.)

THREE READINGS REQUIRED

- #121-76 - A By-law to amend By-law Number 5500 as amended. (File OZ-18-73 - Superior Heights Associates Ltd. This By-law is required as per proposed Plan of Subdivision T-23801. All City requirements will be picked up during processing of subdivision file. Lands located east of Dixie Road and south of Bloor Street.)

THREE READINGS REQUIRED

- #122-76 - A By-law to amend By-law Number 5500 as amended. (To Change zoning designation of a parcel of land from "M1" to "H-M1". Lands located on the west side of Airport Road, north of Thamesgate Drive.)

THREE READINGS REQUIRED

- #123-76 - A By-law to amend By-law Number 5500 as amended. (File OZ-15-75 - Cadillac Fairview Corporation. The lands covered by this re-zoning by-law are all part of a proposed plan of subdivision. Lands located West of Mississauga Road, north of Dundas Street, east of Erin Mills Parkway and south of Burnhamthorpe Road.)

THREE READINGS REQUIRED

March 29, 1976.

14. BY-LAWS CONTINUED

- #124-76 - A By-law to convey certain lands in the City of Mississauga, Regional Municipality of Peel. (To convey part of Block B, Plan 663 to Edward W. Matusiak and Lee Matusiak. This is as recommended by General Committee on May 21, 1975, Item #543.)

THREE READINGS REQUIRED

- #125-76 - A By-law to convey certain lands in the City of Mississauga Regional Municipality of Peel. (To convey part of Block B, Plan 663 to Peter F. and Madelyn Petzold. This is as recommended by General Committee on May 21, 1975, Item #543.)

THREE READINGS REQUIRED

- #126-76 - A By-law to authorize an application to The Ontario Municipal Board for approval of a capital expenditure in the amount of \$50,000.00 (all of which is to be debentured) for the construction of a town square at the intersection of Main Street and Queen Street in the former Town of Streetsville.

THREE READINGS REQUIRED

- #127-76 - A By-law to authorize an application to The Ontario Municipal Board for approval of a capital expenditure in the amount of \$331,000.00 (of which \$220,000.00 is to be debentured) for the replacement of culverts on Mary Fix Creek at Harborn Road and The Queensway.

THREE READINGS REQUIRED

- #128-76 - A By-law to authorize an application to the Ontario Municipal Board for approval of a capital expenditure in the amount of \$20,000.00 (all of which is to be debentured) for the construction of storm sewer outfall improvements at various locations in the City of Mississauga.

THREE READINGS REQUIRED

- #129-76 - A By-law to authorize an application to the Ontario Municipal Board for approval of a capital expenditure in the amount of \$25,000.00 (all of which is to be debentured) for the construction of a sidewalk on one side of Melton Drive from Cawthra Road to Kilgorie Court extending 2,850 feet.

THREE READINGS REQUIRED



March 29, 1976.

14. BY-LAWS CONTINUED

- #130-76 - A By-law to authorize an application to the Ontario Municipal Board for approval of a capital expenditure in the amount of \$30,000.00 (all of which is to be debentured) for the construction of a sidewalk on the east side of Indian Grove from Indian Road south  $\pm$  3,000 ft.

THREE READINGS REQUIRED

- #131-76 - A By-law to authorize an application to the Ontario Municipal Board for approval of a capital expenditure in the amount of \$1,033,000.00 (of which \$367,000.00 is to be debentured) for the construction of the Cawthra Creek Diversion in the City of Mississauga.

THREE READINGS REQUIRED

- #132-76 - A By-law to authorize an application to The Ontario Municipal Board for approval of a capital expenditure in the amount of \$220,000.00 (all of which is to be debentured) for the acquisition of land on Eglinton Avenue to allow sufficient roadway allowance to facilitate the reconstruction of Eglinton Avenue from Etobicoke Creek to Hurontario Street.

THREE READINGS REQUIRED

- #133-76 - A By-law to authorize an application to The Ontario Municipal Board for approval of a capital expenditure in the amount of \$310,000.00 (all of which is to be debentured) for the construction of a bridge on Rena Road to eliminate discontinuous road system.

THREE READINGS REQUIRED

- #134-76 - A By-law to authorize the temporary borrowing of \$80,405.00 (of which \$20,101.00 is to be debentured) pending the issue and sale of debentures. (To provide for temporary financing for the purchase of twenty buses including fare boxes - By-law 13-76.)

THREE READINGS REQUIRED



March 29, 1976.

14. BY-LAWS CONTINUED

#135-76 - A By-law to authorize the execution of an agreement.  
(Agreement between the Corporation of the City of Mississauga and the Regional Municipality of Peel for the construction of a watermain on Tomken Road from Dundas Street to Homeric Drive.)

THREE READINGS REQUIRED

NOTE: By-law #135-76 requires an affirmative vote by three-quarters of all the members of Council.

15. MOTIONS

- (a) To amend Council Minutes of March 8, 1976.
- (b) To adopt General Committee Report of March 17, 1976.
- (c) To permit Dominion Aluminum Fabricating Limited to land a helicopter on their property on April 3rd and 4th, 1976.
- (d) To accept quotation from American International Group with reference to Insurance Tender TT-2-1975.
- (e) To allow Mr. Royal Mitchelmore to transfer Taxicab Plate No. 140.
- (f) To encourage public participation in Mississauga Sports Week, March 27th to April 3rd, 1976.
- (g) To approve refund to Adamson-Proteous Limited.
- (h) To award contract for supply and installation of traffic Control Signals at Eglinton Avenue West and Creditview Road.
- (i) To assume works and release securities with respect to the Charles Subdivision, Registered Plan 917.
- (j) To assume works and release securities with respect to the Rattray Estates Subdivision, Registered Plan 802.
- (k) To authorize the Mayor and Clerk to execute request for subsidy moneys for the year 1976 for the Capital Asset Assistance Program and for the Transit Operating Deficit.

15. MOTIONS CONTINUED

- (l) To authorize the Mayor and Clerk to execute supplement requests for subsidy for moneys for Mississauga Transit.
- (m) Re release of moneys for recreation facilities in Meadowvale West. (C. J. Killaby)
- (n) To endorse resolution adopted by the Credit Valley Conservation Authority concerning fee for processing subdivision plans and applications.
- (o) To endorse brief prepared by various municipal representatives concerning Railway Pedestrian Safety.
- (p) To award Tender T-MT-1-1976 for the supply of uniforms for Mississauga Transit.
- (q) To approve revised project financing.
- (r) Motion re land acquisition requirements for the reconstruction of Eglinton Avenue, from Etobicoke Creek to Tomken Road.
- (s) Motion re Sidewalk Construction Program.
- (t) Motion re construction of Rena Road Bridge.
- (u) Motion regarding the construction of the Streetsville Town Square.
- (v) Motion regarding the Clarkson Business District Improvements.
- (w) Motion regarding replacement and construction of culverts along Mary Fix Creek at Harborn Road and The Queensway.
- (x) Motion regarding the construction of storm sewer outfall improvements at Lake Ontario in the Port Credit area.
- (y) To award contract for the supply and application of materials for pavement markings.
- (z) To award Tender TR-4-1976 - Street Tree Planting Program.
- (aa) To award Tender for ball diamond backstops and fencing in Meadowvale South and West.
- (bb) To approve the Streetsville Rotary Club holding their Annual Beer Garden in association with the Streetsville Bread and Honey Festival on June 4th and 5th, 1976.

March 29, 1976.

16. NEW BUSINESS

17. BY-LAW TO CONFIRM PROCEEDINGS OF COUNCIL AT THIS MEETING

Verbal motion for required number of readings.

18. ADJOURNMENT

Verbal motion



City of Mississauga

MEMORANDUM

R-1

RECEIVED

To GENERAL COMMITTEE

REGISTRY NO. 2685

From Mr. D. A. R. Ogilvie,

Dept

DATE MAR 23 1976

Dept. Commissioner of Finance.

FILE NO. 33-76

CLERK'S DEPARTMENT

March 18th, 1976

File: F0103

SUBJECT:

1976 CAPITAL BUDGET

COMMENTS:

Council approved the 1976 capital budget on February 23rd, 1976, as contained in the Mayor's report as amended by Council, showing gross expenditures of \$29,798,000 and a further \$14,000 was approved by Council on March 8th, 1976.

I enclose a revised project table and source of financing table. Some individual projects have revised sources of financing due to re-allocation of subsidies between projects. However, the total amount of financing from each source as outlined in Resolution Number 115 and Resolution Number 141 remains the same.

RECOMMENDATION:

That the revised project financing as outlined in the attached schedule be approved.

DARO/SHT/hh  
Enc.

D. A. R. Ogilvie,  
Commissioner of Finance.

TO BE RECEIVED.  
RESOLUTION AVAILABLE.



2-102

1976 CAPITAL PROJECTS AND SOURCE OF FINANCING

\$(000)

	1976 Gross Expenditure	Subsidy	1976 Net	Prior Debenture Approval	Recoveries	Reserve Funds	Current Funds	1976 Debenture Quota
<b>TRANSIT DEPARTMENT:</b>								
1. Terminal	6,679	4,875	1,804	1,000				804
2. Transit vehicles & fare- boxes	3,666	2,688	978	307		159*		512
3. Bus stops	10	7	3				3	
4. Shelters	45	34	11				11	
5. Inspectors vehicle	5	2	3				3	
6. Service Truck	12	9	3				3	
7. Dispatch System	12	9	3				3	
8. Counting Equipment	6	3	3				3	
	<u>10,435</u>	<u>7,627</u>	<u>2,808</u>	<u>1,307</u>		<u>159</u>	<u>26</u>	<u>1,316</u>
<b>LIBRARY BOARD:</b>								
1. Sheridan Mall	65		65			65		
<b>RECREATION &amp; PARKS:</b>								
1. Mississauga Valleys	2,375	75	2,300			1,300*		1,000
2. Erindale Park Development	555		555					555
3. Bicycle Path Demonstration	22		22				22	
4. Land acquisitions	4,791		4,791		800	3,991		
5. Outdoor Skating Rink (Erin Mills)	220		220			220		
6. All weather track	20		20			20		
7. Lakeview Golf Course - Irrigation	69		69			69		
	<u>8,052</u>	<u>75</u>	<u>7,977</u>		<u>800</u>	<u>5,600</u>	<u>22</u>	<u>1,555</u>
<b>FIRE DEPARTMENT:</b>								
1. Tele squirt pumper truck	150		150					150
2. Station #9	194		194	175			19	
3. Vehicles	14		14				14	
4. Hose Assembly	6		6				6	
5. Land Station #2	166		166					166
6. Land Station #8	111		111					111
	<u>641</u>		<u>641</u>	<u>175</u>			<u>39</u>	<u>427</u>



1976 CAPITAL PROJECTS AND SOURCE OF FINANCING (CONTINUED)

\$(000)

ENGINEERING DEPARTMENT:

	1976 Gross Expenditure	Subsidy	1976 Net	Prior Debenture Approval	Recoveries	Reserve Funds	Current Funds	1976 Debenture Quota
1. Burnhamthorpe	1,000		1,000			1,000		
2. Lakeshore Road	1,817	1,140	677	610		67		
3. Mavis Intersection	256	174	82	74		8		
4. Mavis Road	233	88	145	132		13		
5. Church Street	317	150	167	150		17		
6. Atoka Drive	94	16	78	70		8		
7. Fieldgate Drive	528		528	250	250	28		
8. Nadmore and Lack	53		53		25	28		
9. Cawthra Creek	1,033	316	717		350			367
10. Mary Fix Creek	331		331			111		220
11. Rena Road Bridge	310		310					310
12. Eglinton Avenue	2,132	446	1,686			1,686		
13. Tomken Road	1,337	300	1,037			1,037		
14. Land Acquisition	220		220					220
15. Port Credit Outfalls	20		20					20
16. Sidewalk	55		55					55
17. Traffic Signals	100		100					100
18. Street Lights	100		100					100
19. Clarkson B.I.D.	125		125					125
20. Streetsville Core	50		50					50
21. Wharton Way Storm Sewer	14		14					14
	<u>10,125</u>	<u>2,630</u>	<u>7,495</u>	<u>1,286</u>	<u>625</u>	<u>4,003</u>		<u>1,581</u>
SUMMARY:								
TRANSIT	10,435	7,627	2,808	1,307		159	26	1,316
LIBRARY BOARD	65		65			65		
RECREATION & PARKS	8,052	75	7,977		800	5,600	22	1,555
FIRE	641		641	175			39	427
ENGINEERING	10,125	2,630	7,495	1,286	625	4,003		1,581
1975 ADDITIONAL FINANCING	494		494			494*		
TOTALS	<u>29,812</u>	<u>10,332</u>	<u>19,480</u>	<u>2,768</u>	<u>1,425</u>	<u>10,321</u>	<u>87</u>	<u>4,879</u>

R-1c

1976 CAPITAL PROJECTS AND SOURCE OF FINANCING (CONTINUED)

\* Funds previously allocated in the General Development Fund

Financing from Allocated Reserve Funds	\$1,759
Financing from Unallocated Reserve Funds	<u>8,562</u>
	<u>\$10,321</u>

Note: Since the 1976 Capital Budget was approved certain capital projects have come to light. These are the result of agreements with developers for the acquisition of land in excess of the 5 per cent parkland dedication, which the City has to fulfill in 1976. As a result of this, the amount available for financing other parkland acquisitions is reduced by \$272,900.00.

Mavis Development - RP M-77	- Land in excess of 5%	\$ 29,450.00
Ramros Ltd. - RP M-78	- Land in excess of 5%	101,400.00
Wimpey Homes Ltd. - RP M-54	- Land in excess of 5%	62,750.00
Ture Anderson Eastern Ltd. -RP M-116	- Land in excess of 5%	<u>79,300.00</u>
		<u>\$272,900.00</u>



## City of Mississauga

### MEMORANDUM

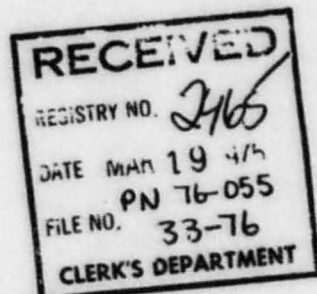
R-2

To Mayor and Members of General Committee

From William P. Taylor, P. Eng.,  
Commissioner,

Dept. \_\_\_\_\_

Dept. Engineering, Works & Building.



25 February 1976.

Our Files: P.N. 76-001  
P.N. 76-055  
11 141 00011

**SUBJECT:** Land Acquisition Requirements for reconstruction of Eglinton Avenue, from Etobicoke Creek to Tomken Road.

**ORIGIN:** 1976 Capital Works Program

**COMMENTS:** We are now in a position to report on the land acquisition and the related costs to accommodate the reconstruction of Eglinton Avenue, from Etobicoke Creek to Tomken Road.

After examination of available sales data in relationship to the various types and zoning categories of the subject land acquisition, an estimated in the amount of \$220,000.00 has been established to acquire sufficient roadway allowance to implement the construction works in the 1976 program.

Enclosed is a sketch indicating the location for this project.

The costs are to be assessed as City of Mississauga responsibility. The amount to be debentured, in accordance with this report is ..... \$220,000.00

..... 2

✓ TO BE RECEIVED.  
RESOLUTION AVAILABLE.

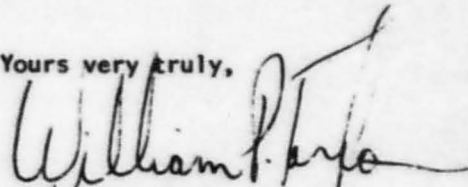
R-2a

2 .....

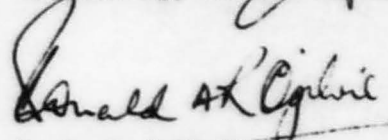
RECOMMENDATION:

1. That this report, dated 25 February 1976, from the Commissioner of Engineering, Works & Building, relating to land acquisition requirements for the reconstruction of Eglinton Avenue, from Etobicoke Creek to Tomken Road (P.N. 76-055) be received.
2. That approval be given to include the land requirement needs to accommodate the reconstruction of Eglinton Avenue, from Etobicoke Creek to Tomken Road, in the 1976 Capital Works Program.
3. That authorization be granted to the City Clerk to apply for the necessary O.M.B. approval to debenture in the amount of \$220,000.00.
4. That the City Property Agent be authorized to commence negotiations with the individual property owners abutting Eglinton Avenue, from Etobicoke Creek to Tomken Road.

Yours very truly,



William P. Taylor, P. Eng.,  
Commissioner,  
Engineering, Works & Building.



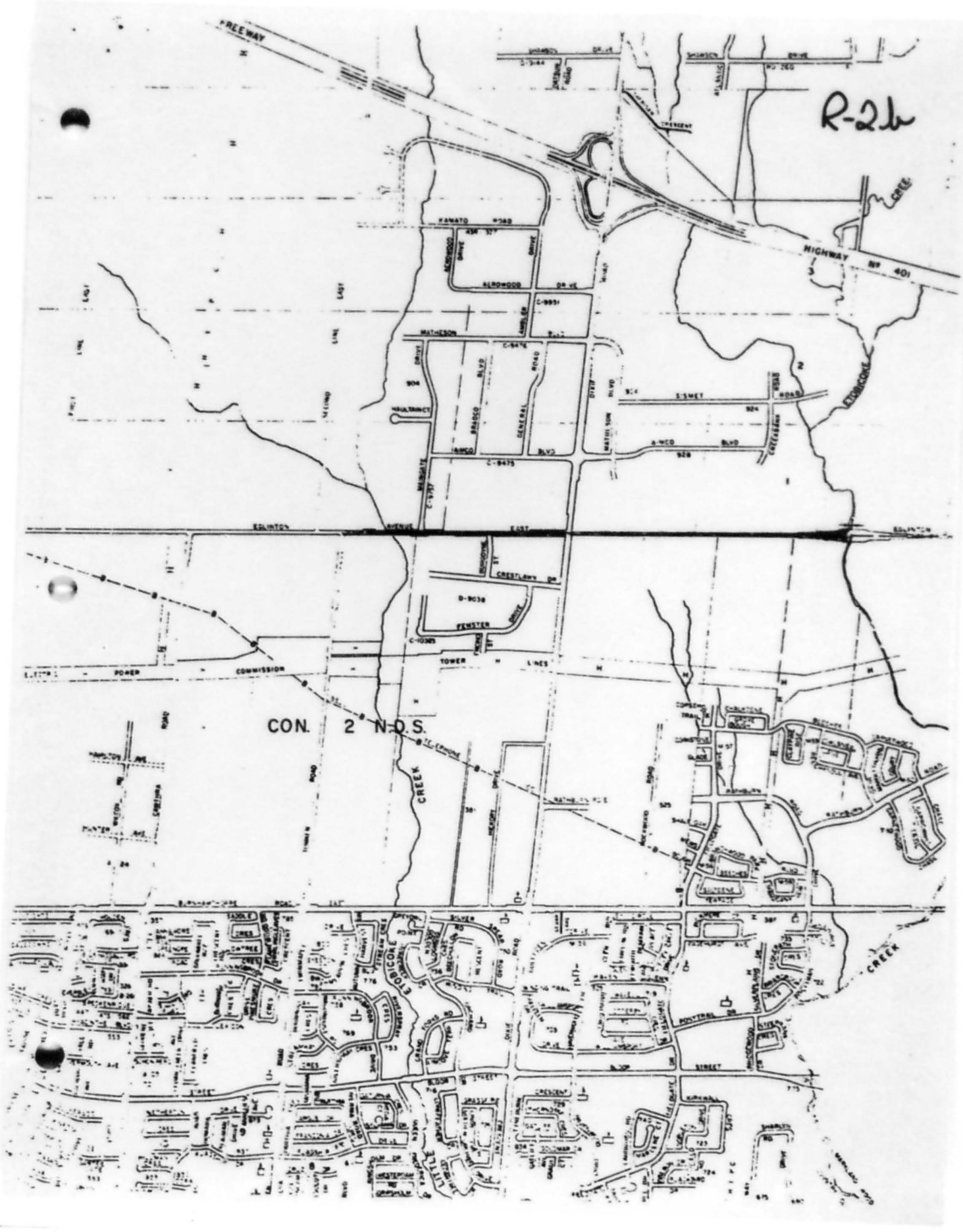
D. A. R. Ogilvie,  
Commissioner of Finance.

DM/kf 

BES

MAM 

Encl.







City of Mississauga  
MEMORANDUM

R-3

To	Mayor and Members	From	W. P. Taylor, P.Eng.,
Dept.	of General Committee	Dept.	Commissioner,
			Engineering, Works & Building.

RECEIVED

2470

DATE MAR 19 1976

PN 76-014

33-76

ENGINEERING DEPARTMENT

March 12th, 1976.

File: P.N. 76-001  
76-014  
04-00-150.2.

**SUBJECT:** 1976 Construction Program for concrete sidewalks in specific locations in the City of Mississauga.

**ORIGIN:** 1976 Capital Budget and Sidewalk Construction Program as recommended by the Traffic Safety Council and Engineering Department.

**COMMENTS:** We are pleased to submit a report relative to the Sidewalk Construction Program proposed for implementation in 1976. The amount budgeted for this program is

-----\$55,000.00

We have endeavoured to list the construction under the following three categories:

1. Traffic Safety Council Recommendation.
2. City Council, Traffic Safety Council and Engineering Department Recommendations.
3. Supplemental listing contingent on finding additional funds.

For the information of General Committee, our 1975 Sidewalk Budget allowed for expenditures of

-----\$150,000.00

To enable this Department to complete the construction of walks prior to school commencement in September 1976, it will be necessary that locations be approved in General Committee, as soon as possible. This will allow sufficient lead time for survey, drafting design, notification to residents and receipt of all approvals from various authorities and tender call.

TO BE RECEIVED.  
RESOLUTION AVAILABLE.

...../2

R-3a

...../2

March 12th, 1976.

To assist the Committee on locating the various sidewalks, we have attached a sketch indicating the program.

RECOMMENDATIONS:

1. That the report dated March 12th, 1976, regarding Sidewalk Construction Program from the Commissioner of Engineering, Works and Building be received. P.N. 76-014.

That provisional approval be granted to include Proposal #2 detailed as follows:

5. Indian Grove,
  6. Melton Drive - one side,
- in the 1976 Sidewalk Construction Program.
2. That authorization be granted to include the construction of various sidewalks in the City of Mississauga in the 1976 Sidewalk Program.
  3. That authorization be granted to the City Clerk to apply to the Ontario Municipal Board for approval to debenture  
-----\$55,000.00  
(including financing). when the current year Capital Program is finalized.

Yours very truly,

*D.A.R. Ogilvie*  
D.A.R. Ogilvie,  
Commissioner of Finance.

*William P. Taylor*  
William P. Taylor, P.Eng.,  
Commissioner,  
Engineering, Works & Building.

DM/bf  
BES  
MAM

PROPOSAL NO. 1

TRAFFIC SAFETY COUNCIL RECOMMENDATION OF 1975

<u>ITEM</u>	<u>LOCATION</u>	<u>FROM</u>	<u>TO</u>	<u>ENGINEERING COMMENTS</u>
1	Cawthra Road	Cawthra along Q.E.W. Interchange		To be co-ordinated with M.T.C. improvements
2	Vista Blvd.	North side and Vista Dr. west side		Completed in the 1975 Program
3	Camilla Road	King	Paisley	Will be completed in the 1975 Program
4	Melton Drive (both sides)	Cawthra	Kilgorie	See Proposal No. 2

PROPOSAL NO. 2

CITY COUNCIL, TRAFFIC SAFETY COUNCIL AND  
ENGINEERING DEPARTMENT RECOMMENDATIONS

<u>ITEM</u>	<u>LOCATION</u>	<u>FROM</u>	<u>TO</u>	<u>LENGTH</u>	<u>TOTAL EST. COST STD. CONC. WALK:</u>
5	Indian Grove - East Side	Indian Road	South	3,000 L.F.	30,000.00
6	Melton Drive - one side*	Cawthra	Kilgorie	2,850	<u>25,000.00</u>
				TOTAL	55,000.00

\* Note that the Traffic Safety Council Recommendation of 1975 included construction of sidewalks on both sides of Melton Drive; due to lack of funds, Proposal No. 2 allows for construction of sidewalks on one side only of Melton Drive. (See Proposal 3)

R-32

PROPOSAL NO. 3

IF ADDITIONAL FUNDS BECOME AVAILABLE PROPOSED PRIORITY LISTING FOR  
INCLUSION IN THE 1976 PROGRAM

<u>ITEM</u>	<u>LOCATION</u>	<u>FROM</u>	<u>TO</u>	<u>ENGINEERING COMMENTS</u>	<u>LENGTH</u>	<u>TOTAL EST. COS STD. CONC. WAL</u>
8	Melton Drive - one side *	Cawthra	Kilgorie		2,850	\$ 25,000.00
9	Britannia Road					
	(a) South side	Joseph	Queen		1,000	9,000.00
	(b) North side	Ellesboro	Ardsley		240	2,160.00
10	Main Street	Church	Bridge Crossing		700 FT.	6,300.00
11	Tannery	Joymar	Becker's Milkstore		1,100	9,900.00

\* Should funding be made available, the second side of Melton Drive will  
be provided with sidewalks.

R-3w





## City of Mississauga

### MEMORANDUM

R-4

To Mayor and Members of General Committee

From William P. Taylor, P. Eng.,  
Commissioner,  
Dept. Engineering, Works & Building

Dept. \_\_\_\_\_

#### RECEIVED

REGISTRY NO. 2469  
DATE MAR 19 1976  
FILE NO. P.N. 75-154  
33-76  
CLERK'S DEPARTMENT

25 February 1976.

Files: P.N. 75-154  
P.N. 76-001  
04-00-150.2

SUBJECT: Construction of Rena Road Bridge over the West Branch of the Mimico Creek.

ORIGIN: 1976 Capital Works Program.

COMMENTS: In accordance with the provisions of the 1976 Capital Works Program, the following is a report for the construction of a bridge and roadway approaches on Rena Road at the crossing of the west branch of the Mimico Creek.

The construction of the bridge would provide for a through traffic route between Airport Road and Torbram Road and, in addition, would improve service to various industries in the area.

Enclosed is a sketch indicating the location of the proposed structure.

It is estimated that the lifetime of the work will be at least twenty-one (21) years.

Total estimated cost of the work ----- \$ 310,000.00  
Anticipated M.T.C. subsidy ----- nil

Balance to be debentured by the Corporation ----- \$ 310,000.00

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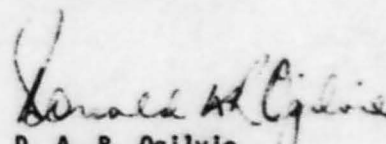
TO BE RECEIVED.  
RESOLUTION AVAILABLE.

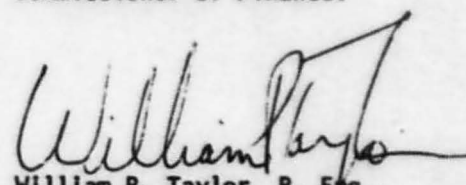
R-4a

2 .....

- RECOMMENDATION: 1. That this report, dated 25 February 1976, from the Commissioner of Engineering, relating to the construction of Rena Road Bridge, P.N. 75-154, be accepted, and
2. That approval be given to include in the 1976 Capital Works Program, the construction of Rena Road Bridge and roadway approaches, at the west branch of the Mimico Creek, and
3. That authorization be granted to the City Clerk to apply to the Ontario Municipal Board for approval to debenture in the amount of \$310,000.00.


Yours very truly,

  
D. A. R. Ogilvie,  
Commissioner of Finance.

  
William P. Taylor, P. Eng.,  
Commissioner,  
Engineering, Works & Building.

LGT/kf

BES 

MAN 

Encl.

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## City of Mississauga

### MEMORANDUM

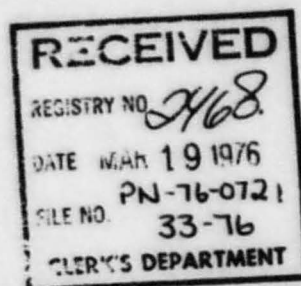
R-5

To Mayor and Members of General Committee

From William P. Taylor, P. Eng.,  
Commissioner,

Dept. \_\_\_\_\_

Dept. Engineering, Works & Building



15 March 1976

Our Files: P.N. 76-001  
P.N. 76-072  
11 141 00011  
22 181 00007

SUBJECT: The Streetsville Town Square Construction.

ORIGIN: 1976 Capital Works Program

COMMENTS: As part of the Streetsville Core Rehabilitation Program, a planning study, concluded in 1973, outlined the need for a central meeting place within this community which would incorporate trees, benches, grass and public facilities.

In keeping with this report, we propose to commence the construction of a town square at the intersection of Main Street and Queen Street in the former Town of Streetsville.

Including the relocation of the cenotaph, this project has been estimated to cost \$50,000.00, with no external subsidy assistance to be provided and the full amount to be debentured.

The lifetime expectancy of this project is estimated to be twenty-one (21) years.

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TO BE RECEIVED.  
RESOLUTION AVAILABLE.



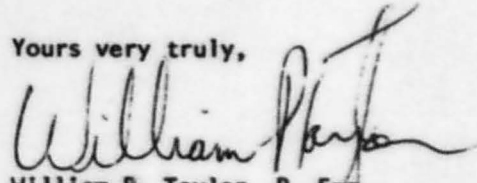
R-5a

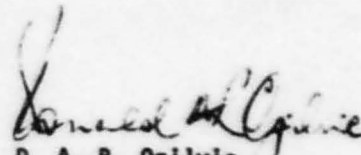
2 .....

RECOMMENDATION:

1. That this report, dated 15 March 1976, from the Commissioner of Engineering, Works & Building, regarding the construction of the Streetsville Town Square, P.N. 76-072, be received.
2. That approval be granted to include the construction of The Streetsville Town Square in the 1976 Capital Works Program.
3. That authorization be granted to the City Clerk to apply to the Ontario Municipal Board for approval to debenture \$50,000.00

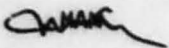
Yours very truly,

  
William P. Taylor, P. Eng.,  
Commissioner,  
Engineering, Works & Building.

  
D. A. R. Ogilvie,  
Commissioner of Finance.

BB/cs

BES





## City of Mississauga

### MEMORANDUM

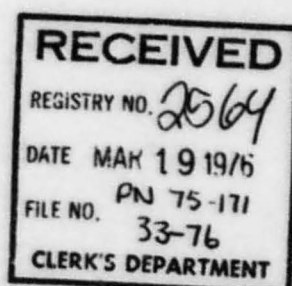
R-6

To Mayor and Members of General Committee

From William P. Taylor, P. Eng.,  
Commissioner,

Dept. \_\_\_\_\_

Dept. Engineering, Works & Building.



15 March 1976.

Our Files: P.N. 76-001  
P.N. 75-171  
11 141 00011

SUBJECT: Clarkson Business District Improvements

ORIGIN: 1976 Capital Works Program

COMMENTS: In accordance with the provisions of the 1976 Capital Works Program, the following is a report for the Clarkson Business District Improvements.

Enclosed is a plan indicating the location of the area in question. These improvements will alleviate the environmental deterioration of the district. Such shall take place in five (5) phases over the course of the next five (5) years.

As per By-Law #589.75, adopted by Council 24 November 1975, this area has been designated as an Improvement Area, pursuant to the Municipal Act, R.S.O. 1970, C.284, S.361.

The 1976 program is to include the construction of concrete sidewalks, a parking lot, lighting and replacement of asphalt with lockstone and sodding in various areas on the north side and the construction of an asphalt bicycle path, concrete curbs and bus stops on the south side.

It is estimated that the lifetime of the works will be at least twenty-one (21) years.

TO BE RECEIVED.  
RESOLUTION AVAILABLE.

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R-ba

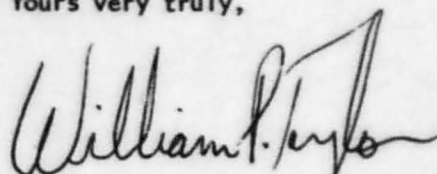
2 .....

Total anticipated cost of the work ..... \$ 125,000.00  
Anticipated M.T.C. subsidy ..... nil  
Balance to be debentured by Corporation ..... \$ 125,000.00

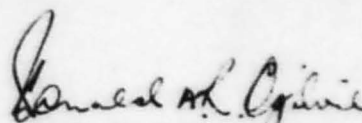
RECOMMENDATION:

1. That this report, dated 15 March 1976, from the Commissioner of Engineering, Works & Building, regarding the Clarkson Business District Improvements (P.N. 75-171) be received.
2. That approval be granted to include these improvements in the 1976 Capital Works Program.
3. That authorization be granted to the City Clerk to apply for the necessary O.M.B. approval to debenture in the amount of \$125,000.00.

Yours very truly,



William P. Taylor, P. Eng.,  
Commissioner,  
Engineering, Works & Building.



D. A. R. Ogilvie,  
Commissioner of Finance.

BWH/kf ~~Scott~~

BES

MAN 

Encl.

R-6b  
~~2-6b~~

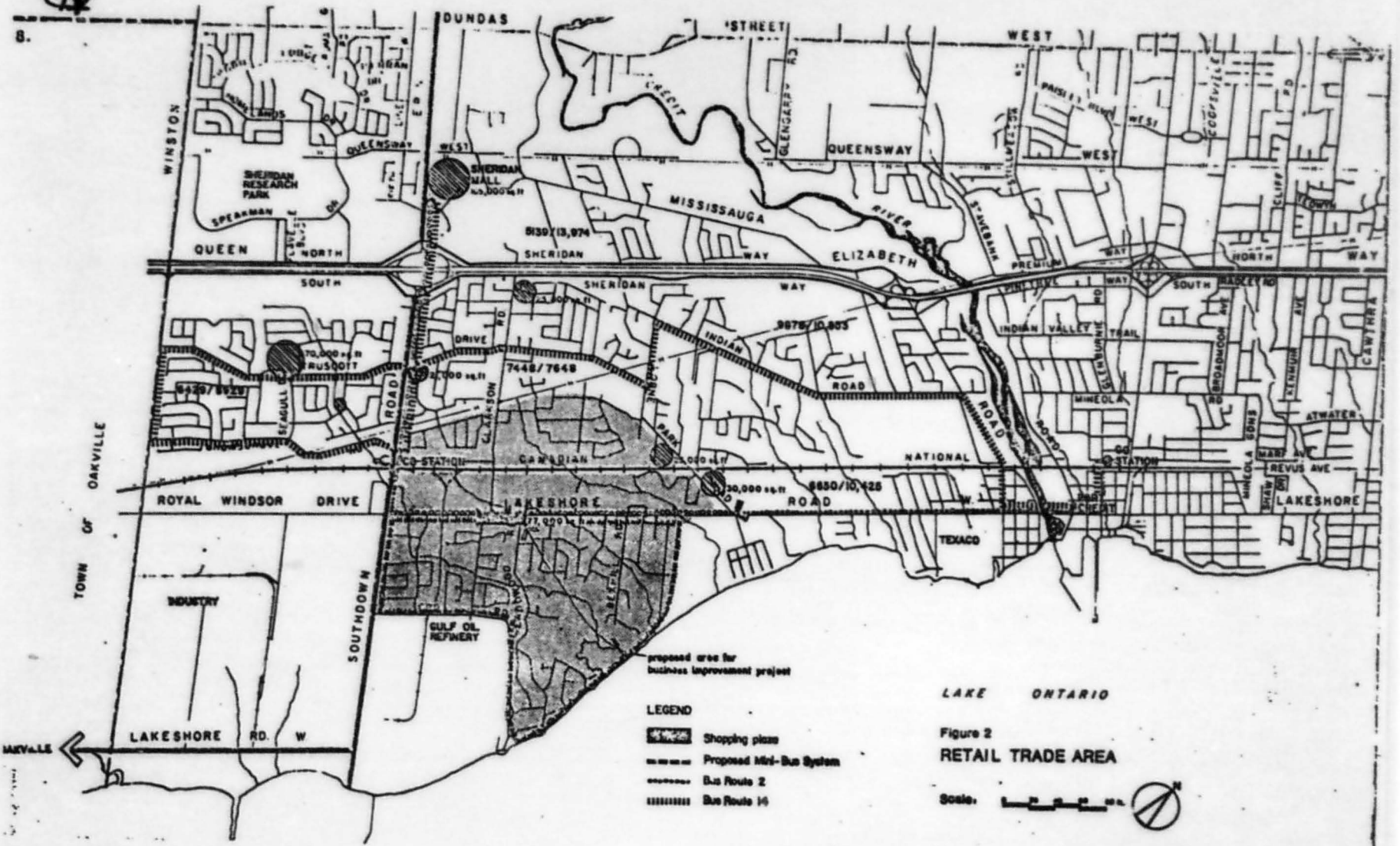


Figure 2  
 RETAIL TRADE AREA





## City of Mississauga

### MEMORANDUM

R-7

To Mayor and Members of General Committee

From William P. Taylor, P. Eng.,  
Commissioner,

Dept. \_\_\_\_\_

Dept. Engineering, Works & Building

#### RECEIVED

REGISTRY NO. 2466

DATE MAR 19 1976

FILE NO. 24-76

CLERK'S DEPARTMENT

12 March 1976

Our Files: P.N. 76-001  
P.N. 76-071  
04-00-150.2  
11 141 00011

SUBJECT: Mary Fix Creek Culvert Improvements and Replacements

ORIGIN: 1976 Capital Works Program

COMMENTS: In accordance with the provisions of the 1976 Capital Works Program, the following is a report for the replacement of culverts on Mary Fix Creek at Harborn Road and The Queensway.

Based on the City's present standards, the existing culverts at the above locations do not have sufficient hydraulic capacity and thus contribute to flooding.

Enclosed is a sketch indicating the culvert locations.

The estimated lifetime of the culverts is at least twenty-one (21) years.

Total estimated cost for work ..... \$ 331,000.00

Anticipated M.T.C. subsidy ..... \$ nil

Amount to be assessed to Reserve Account .... \$ 111,000.00

Balance to be debentured by the Corporation . \$ 220,000.00

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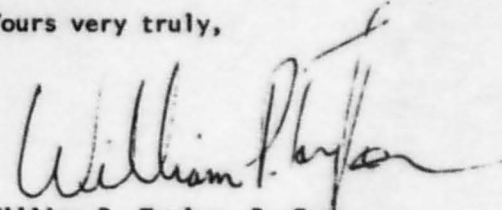
✓ TO BE RECEIVED.  
RESOLUTION AVAILABLE.

R-7a

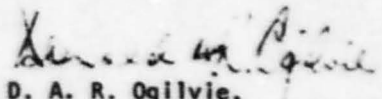
2 .....

- RECOMMENDATION:
1. That this report, dated 12 March 1976, from the Commissioner of Engineering, Works & Building, regarding the replacement and construction of culverts along Mary Fix Creek at Harborn Road and The Queensway, P.N. 76-071, be received.
  2. That approval be granted to include the replacement of culverts on Mary Fix Creek at Harborn Road and The Queensway in the 1976 Capital Works Program.
  3. That authorization be granted to the City Clerk to apply to the Ontario Municipal Board for approval to debenture \$220,000.00.

Yours very truly,





William P. Taylor, P. Eng.,  
Commissioner,  
Engineering, Works & Building.



D. A. R. Ogilvie,  
Commissioner of Finance

LGT/kf

BES 

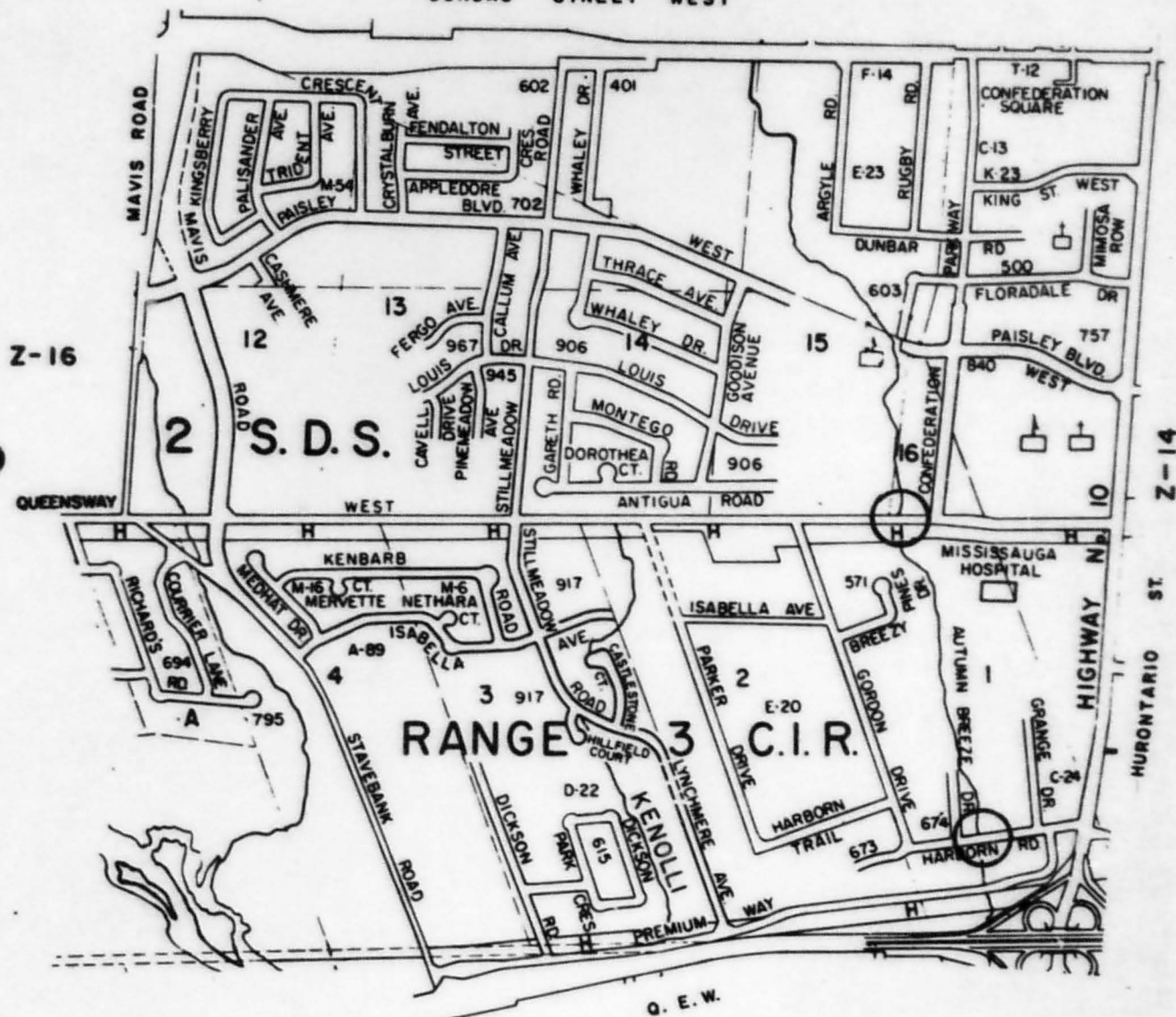
MAN 

Encl.

R-7b

Z-22

DUNDAS STREET WEST



Z-16

Z-14

Z-8

Z-15



## City of Mississauga

### MEMORANDUM

R-8

To Mayor and Members of General Committee

From William P. Taylor, P. Eng.,  
Commissioner,

Dept. \_\_\_\_\_

Dept. Engineering, Works & Building.

RECEIVED

REGISTRY NO. 2467

DATE Mar 19 1976

FILE NO. 24-76

WORKS DEPARTMENT

12 March 1976

Our Files: P.N. 76-001  
P.N. 74-127  
04-00-150.2  
11 141 00011

SUBJECT: Construction of storm sewer outfall improvements at Lake Ontario in the Port Credit area.

ORIGIN: 1976 Capital Works Program

COMMENTS: In accordance with the provisions of the 1976 Capital Works Program, the following is a report for the construction of storm sewer outfall improvements at Lake Ontario at three (3) different locations in the Port Credit area.

The improvements will reduce the chance of flooding during heavy rainstorms, and as well, reduce maintenance costs arising out of silting up of the present sewer outlets.

Enclosed is a sketch showing the three locations:

1. east end of Cumberland Drive
2. south of Elmwood Avenue
3. south of Ben Machree Drive

The estimated lifetime of the sewer improvements is at least twenty-one (21) years.

Total estimated cost of work .....	\$ 20,000.00
Anticipated M.T.C. subsidy .....	\$ nil
Balance to be debentured by Corporation .....	\$ 20,000.00

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TO BE RECEIVED.  
RESOLUTION AVAILABLE.

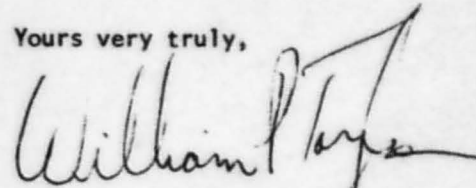


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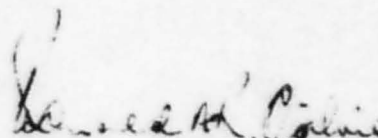
2 .....

- RECOMMENDATION:
1. That this report, dated 12 March 1976, submitted by the Commissioner of Engineering, Works & Building, regarding the construction of storm sewer outfall improvements at Lake Ontario in the Port Credit area, be received.
  2. That approval be granted to include in the 1976 Capital Works Program, the construction of storm sewer outfall improvements at Lake Ontario at the following locations:
    1. east end of Cumberland Drive
    2. south of Elmwood Avenue
    3. south of Ben Machree Drive
  3. That authorization be granted to the City Clerk to apply to the Ontario Municipal Board for approval to debenture in the amount of \$20,000.00

Yours very truly,



William P. Taylor, P. Eng.,  
Commissioner,  
Engineering, Works & Building.

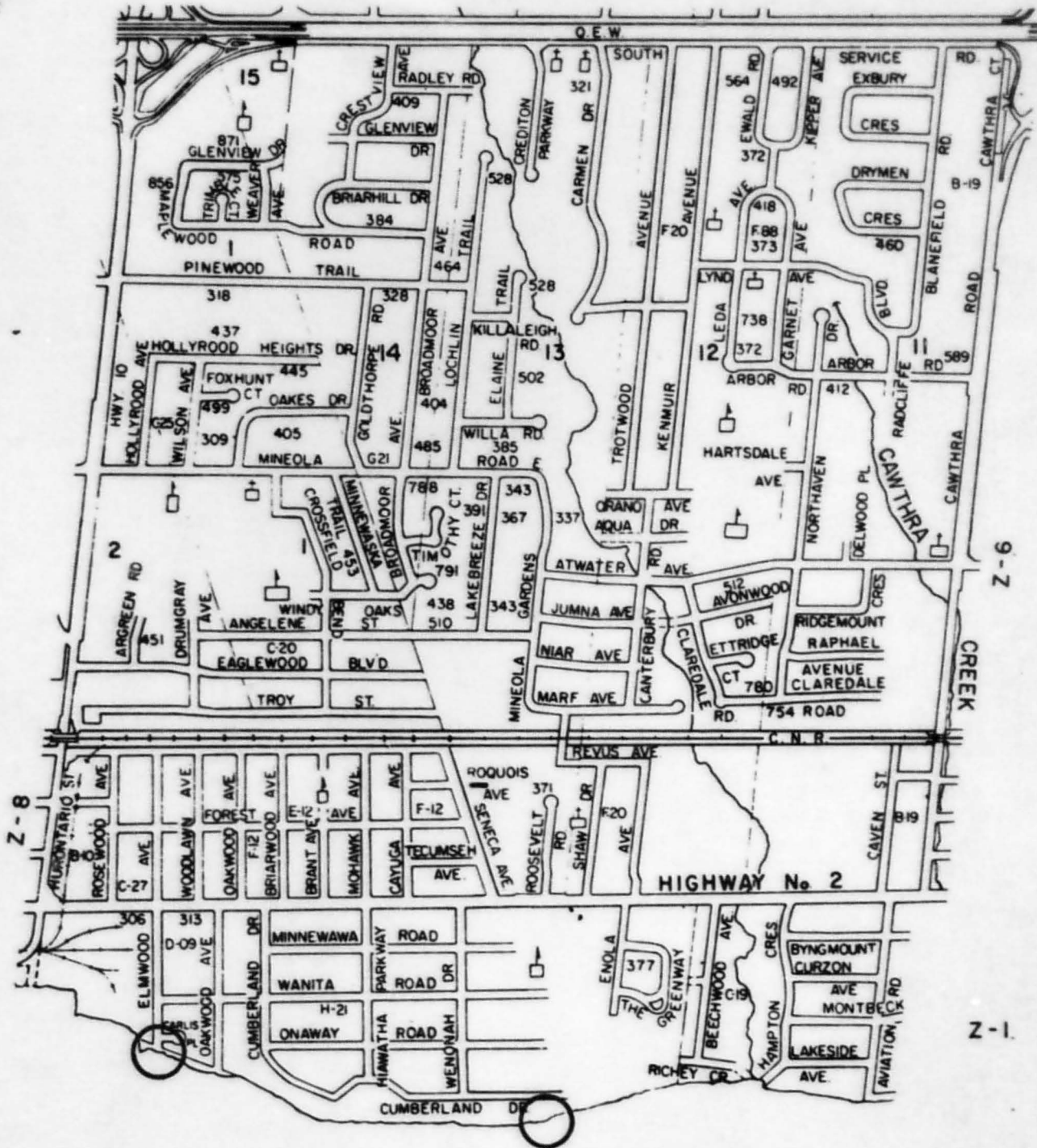


D. A. R. Ogilvie,  
Commissioner of Finance

LGT/kf  
BES   
MAN   
Encl.

Z-14

R-8b



LAKE ONTARIO

Z-7

h-8u





# City of Mississauga

## MEMORANDUM

RECEIVED	R-9
REGISTRY NO	2211
DATE	MARCH 9 1976
FILE NO	21-76
CLERK'S DEPARTMENT	

Mayor & Members of Council  
Dept \_\_\_\_\_

From Mr. W. H. Munden  
Dept City Treasurer

March 5, 1976

SUBJECT: Municipal Liability Coverage.

ORIGIN: Insurance Tender TT-2-1975

COMMENTS: Under the terms of this tender, quotations were received requesting the following liability coverage:

	<u>Tender Specifications</u>	<u>Current Coverage</u>	<u>Expiry Date</u>
Municipal Liability	\$1,000,000	\$2,000,000	Jan. 1, 1976.
Excess Liability	\$9,000,000	\$8,000,000	Jan. 30, 1976.
	\$10,000,000	\$10,000,000	


In negotiating the increase in excess liability coverage with our existing Insurance Company, Mr. Hartley was informed that our renewal premium would increase from \$9,642.00 to at least \$24,000.00 in January.

In view of the proposed increased premium and the fact that we did not receive any other quotations in response to our insurance tender, Mr. Hartley entered into negotiations with various insurance companies on an individual basis in order to find a more competitive premium than the one quoted by our current insurer.

To enable the Municipality to benefit from these negotiations and to meet the expiry date on the excess liability policy, he authorized the acceptance of a new one year policy from the American International Group for the \$9,000,000.00 excess liability coverage at a premium of \$20,000.00.

RECOMMENDATIONS: That the quotation from the American International Group be accepted and that the premium of \$20,000.00 be paid.

TO BE RECEIVED.  
RESOLUTION AVAILABLE.

  
W. H. Munden, R.I.A.  
City Treasurer.





## City of Mississauga

### MEMORANDUM

R-10

To: Recreation Services Policy Advisory Committee From: M.G. Love

Dept. \_\_\_\_\_ Dept. Recreation and Parks

REGISTRY NO. 2441

DATE MAY 16 1976

FILE NO. 17-76

CLERK'S DEPARTMENT

March 12th, 1976

#### SUBJECT:

Mississauga Sports Week  
Saturday, March 27th through Saturday, April 3rd, 1976

#### COMMENTS:

The second annual event will be sponsored again this year by the Mississauga News, Sheridan Mall and the City.

The project consists of four phases, namely:

#### 1. Displays/Demonstrations/Exhibitions/Tournaments

- a) at Sheridan Mall - boxing, golf, gymnastics, fencing, table tennis, martial arts, fitness and weight lifting demonstrations as well as displays covering all sports.
- b) at various other locations in accordance with specific requirements. For example, the new Ontario Racquet Club is organizing the ROLEX Tennis Classic. It is expected that Rod Laver, John Newcombe, Roscoe Tanner and Marty Riessen will participate on April 1st and 2nd.

Other important events include the Olympic Gymnastic Trials on March 27th and 28th at Cobblestone Courts and Amateur and Professional Squash Championships at the Mississauga Racquet Club. The Mississauga Handball Association will also be sponsoring a City Championship at Huron Park. White Water Races will be held on the Credit River on March 27th and 28th. The qualifying session for the Women's World Invitational Open 10-pin Bowling Championship will be held at Applewood Lanes on April 3rd.

#### 2. Programme/Brochure (Sports Directory)

This booklet will be similar in format to last year with improved quality cover and more editorial content.

It will be circulated (66,000) with the Mississauga News on Wednesday, March 24th. Extra copies (4,000) will be available in branch libraries and community centres.

✓ TO BE RECEIVED.  
RESOLUTION AVAILABLE.

. . . 2

Memo to: Recreation Services Policy Advisory Committee  
March 12th, 1976

Page Two

R-10a

### 3. Wintario Draw

The draw during Sports Week (Thursday, April 1st) will be held in Mississauga at Glenforest Secondary School. The show will be televised live by Global. Admission is by advance ticket purchase only. These are now available at \$2.00 from the Mississauga Recreation and Parks Department. Our Modern Gymnastics ladies as well as the Mississauga Majorettes will perform prior to the telecast.

### 4. Sports Celebrities Dinner

This event will conclude the week on Saturday evening, April 3rd. Similar to the arrangements for the Miss Mississauga Pageant, the dinner will be held in the main aisle of Sheridan Mall, which will be decorated in an appropriate manner. Tickets are now available at \$20.00 from the Mississauga News.

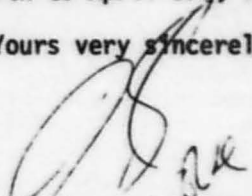
Included with the dinner programme will be induction of new persons into the Mississauga Sports Hall of Fame as well as recognition for athletes and volunteers involved with sports in our City. A ballot is available in the News whereby the public may submit nominations.

We believe that this is a major event in Mississauga and that it will become increasingly important in the future.

### RECOMMENDATION:

That the City continue to encourage public participation in Mississauga Sports Week, March 27th to April 3rd, 1976.

Yours very sincerely,

  
W.G. Love B.P.H.E., R.D.M.R.  
Director of Recreation

WGL/bv



City of Mississauga

MEMORANDUM

R-11

To THE MAYOR AND MEMBERS OF COUNCIL

From Mr. Arthur D. Grannum

Dept. \_\_\_\_\_

Dept. Committee Co-ordinator

March 22, 1976

Ladies and Gentlemen:

SUBJECT: Transfer of Taxicab Plate No. 140.

ORIGIN: Taxicab Authority meeting of March 15, 1976.  
File: 9-76A

COMMENTS: Members are asked to consider the following recommendation which resulted from the Taxicab Authority meeting on March 15, 1976:

"That Mr. Royal Mitchelmore, owner of Taxicab Plate No. 140 be allowed to transfer his plate on the condition that the sale be no greater in value than that listed in the Agreement of Purchase and Sale with Mr. Sam Bage on December 4, 1975, and further, that the applicant, Mr. Mitchelmore, provide documentation to this effect including the necessary affidavits."

Mr. Mitchelmore requested the permission of the Taxicab Authority to sell taxicab plate #140 because he was relocating to Newfoundland with effect from April 1, 1976.

In the normal course of events all recommendations are incorporated into a report for submission to General Committee and then to Council. Because of the scheduling of the next General Committee meeting for March 31st and Council for April 12th, it has been requested that the above mentioned

TO BE RECEIVED.  
RESOLUTION AVAILABLE.

.../2

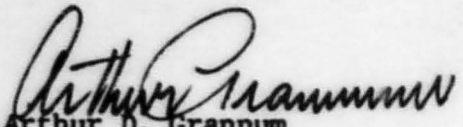
March 22, 1976

R-11a

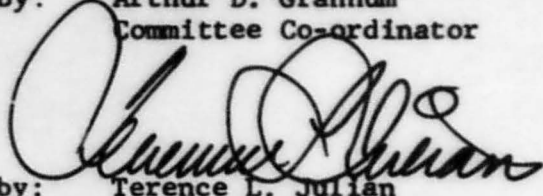
recommendation be considered at today's meeting to enable Mr. Mitchelmore to finalise the transfer of the taxicab plate prior to his move on April 1, 1976, should approval of Council be granted.

**RECOMMENDATION:** That Council adopt the recommendation of the Taxicab Authority meeting of March 15, 1976, permitting Mr. Mitchelmore to sell Taxicab Plate, Number 140, on the condition that the sale be no greater in value than that listed in the Agreement of Purchase and Sale with Mr. Sam Bage on December 4, 1975, and further that Mr. Mitchelmore provide documentation to this effect including the necessary affidavits.

Prepared by:

  
Arthur D. Grannum  
Committee Co-ordinator

Approved by:

  
Terence L. Julian  
City Clerk

ADG/jm





## City of Mississauga

### MEMORANDUM

R-12

To MAYOR AND MEMBERS OF COUNCIL

From Mrs. Mary Helen Spence

Dept. \_\_\_\_\_

Dept. Councillor - Ward 2

March 17th, 1976.

On May 26th, 1975, Council approved a staff brief which recommended that a meeting be held and interested municipal representatives invited to discuss a unified approach to problems of railway pedestrian safety. On August 15, 1975, the first meeting was held and work began on a brief expressing municipal concerns on the subject of railway-pedestrian safety. Enclosed is the brief produced through inter-municipal efforts. It is scheduled on the agenda of the Tri-Level meeting to take place on April 12, 1976 and has been endorsed by the following regional and area municipalities:

#### Regional Municipalities

Peel  
Hamilton-Wentworth  
Waterloo  
Durham  
Metropolitan Toronto

#### Area Municipalities

North York  
St. Catharines  
Kitchener  
Oakville  
Oshawa  
Etobicoke  
London  
Scarborough  
Toronto  
Whitby

I urge Council to join these concerned municipalities in adopting the brief.

:az  
Encl.



*Mary Helen Spence*  
Mary Helen Spence,  
Councillor - Ward 2.

TO BE RECEIVED.  
RESOLUTION AVAILABLE.

R-12a

PEDESTRIAN SAFETY  
AT THE  
RAILWAY RIGHT OF WAY

R-12J

## PEDESTRIAN SAFETY AT THE RAILWAY RIGHT OF WAY

### Introduction

The problem of ensuring protection of citizens at railway rights of way can be described by discussion of the following areas:

1. Increasing Federal and Provincial support for intra and interurban commuter service;
2. Increasing urbanization along railway lines;
3. Growing concern of municipal governments, school boards and citizens' associations that increased protection of individuals is needed where community life comes in constant conflict with rail transport.

Past municipal initiatives in dealing with problems of railway pedestrian safety have been largely unsuccessful. What is now required is the responsible cooperation of municipal, Provincial, Federal and railway authorities in the provision of adequate safety facilities for citizens.

### I. The Existing Situation

The use of rail transport is increasing and is characterized by more frequent intermunicipal connections and higher speeds. CN alone estimates that its freight volumes have been increasing by approximately seven per cent per annum. High speed commuter travel is also increasing significantly between certain centres and from small and medium urban centres to larger ones. Urban GO Transit ridership increased by 17 per cent in 1974 and 20 per cent in 1975. Although double decker rolling stock use is planned for the Lakeshore routes, the increase in ridership, new routes and increased service will cause an increase in the frequency of trains along urban GO routes. Recent plans call for 110 new cars to provide expanded service along the Oshawa-Toronto-Hamilton corridor. High energy costs are expected to increase the volume of rail traffic as a relatively inexpensive means of passenger and freight transportation.

R-12c

At the same time, municipalities are becoming more urbanized, not only placing increasing numbers of individuals but higher densities on sites adjacent to high-speed railway lines. Despite Federal efforts through the Railway Relocation Program to remove serious conflicts, it is clear that in many communities, urban activity will increasingly conflict with railway activity.

Municipal planning efforts to alleviate the problem of new communities and neighbourhoods being interrupted by railway lines, and increased fencing requirements in new subdivisions abutting railway tracks cannot fully solve the problem in new communities or rectify it in existing ones. As a result, it is necessary for many residents to cross railway lines in the course of daily living.

A survey of municipal concerns has shown that there is a wide range of situations that are dangerous to personal safety, such as

- (a) busy grade level crossings not adequately protected by pedestrian facilities,
- (b) double track areas where trains may be approaching from opposite directions,
- (c) traditional or "natural" neighbourhood routes where there are large volumes of pedestrian traffic due to adjacent land uses but no pedestrian crossing facilities,
- (d) limited access rights of way (trestles, ravines, etc.) that are inviting to children and others where there are insufficient barriers and/or escape routes,
- (e) areas where lack of appropriate crossing facilities and/or barriers in convenient locations (relative to land use) fosters trespassing onto the railway right of way.



Many communities, in southern Ontario particularly, have experienced accidents where the residents have paid a high price for progress, urbanization and increased rail transportation efficiency.

Although complete historical data is unavailable, statistics furnished by the Canadian Transport Commission show that there were 619 reported injuries or deaths of pedestrians during the five-year period 1970-1974, 124 incidents per annum, or, roughly, one death or injury every three days. Coroners' juries made up of citizens have recommended in the majority of inquests involving pedestrian death on the railway lines that pedestrian safety conditions be improved. It is the feeling of many municipalities in southern Ontario that many of these tragedies could have been prevented through responsible tri-level cooperation in the identification of problem areas, planning of appropriate safety measures and equitable sharing of fiscal responsibilities.

The Federal Railway Act now governs provision of pedestrian safety facilities and stipulates only 4'6" woven farm type fencing along railway rights of way.

The process by which governments cooperate to ensure the safety of their constituents must be re-examined and updated. Not only is the safety of the community at stake, but also the peaceful co-existence of rail transport and residential communities which are certain to be constant companions in the future. Although public concern is most visible at the local level, an increased dialogue on the subject at the Provincial and Federal levels is necessary. Although the municipality may be in the best position to determine problem sites, senior levels of government are involved, particularly the Federal Government which regulates the rail systems and is involved in transportation planning.

It is also appropriate at this time for the rail companies to share in the responsibility for the provision of adequate safety facilities as well, since they are, in effect, citizens of every municipality through which the railway passes. Therefore, it would also seem equitable that the railway companies, whose economic activities affect the municipalities, also shoulder a portion of the responsibility for the externalities that occur as a result of rail activity.



## II. Municipal Attempts at Solving Problems of Railway Pedestrian Safety

As a result of concern for the safety of residents and in light of the situation that exists, municipal councils have passed resolutions urging that senior governments give attention to the problems of railway pedestrian safety.

- (1) March 1974 - The City of Toronto passed a resolution requesting the Federal Government to amend The Railway Act so as to require rail companies to provide more adequate fencing. This resolution was adopted by Etobicoke, North York and Metropolitan Toronto with amendments to reduce the amount of fencing to that deemed necessary by the municipality and to include financial participation by the municipality.
- (2) June 1974 - The Canadian Federation of Mayors and Municipalities adopted similar resolutions from the City of Calgary and the Alberta Urban Municipalities Association.
- (3) November 1974 - The City Council of Oshawa passed a resolution requesting that The Railway Act be amended to allow for improved fencing at municipally designated sites with the municipality contributing one half the cost. This resolution was endorsed by twenty other municipalities.
- (4) November 1974 - The City Council of Mississauga adopted a resolution requesting immediate Federal assistance in improving pedestrian facilities at two intersections where death had recently occurred.

In addition to these resolutions there has been considerable follow-up correspondence initiated by municipalities requesting aid in the provision of improved railway pedestrian safety in specific situations. The City of Toronto has made six requests by correspondence since 1964. Also, in recent years the Provincial and Federal Governments as well as railway officials have been contacted by several other municipalities including Oshawa, Etobicoke, Mississauga, and Hamilton, seeking advice and assistance to resolve particular rail-related safety problems.

R-12f

Correspondence to date from the Premier of Ontario and from the Ontario Minister of Transportation and Communications has indicated that the Province of Ontario is concerned about the problem of railway pedestrian safety and is willing to work towards a solution to this problem. Discussions with representatives of the national rail companies and the Federal Government have also indicated their concern for the safety of the public and that they are prepared to discuss the planning and provision of additional safety facilities.

However, Federal response to the municipalities' concerns for improved safety as indicated by correspondence from the Federal Ministry of Transport and the Canadian Transport Commission has indicated a concern that fencing (and other suggested safety equipment) may be too expensive and not the most effective solution.

Faced with increasing danger to citizens and an inability to attract financial assistance to deal with this problem, the municipalities' only recourse is through application for costly grade separations. Some municipalities have indicated that, when requests for pedestrian safety improvements were refused, application for grade separation was made for the site(s) in question.

Road grade separation, which is intended to eliminate rail conflict with vehicular traffic, is an extremely inefficient method of dealing with purely pedestrian safety problems because of its costliness and the physical disruptiveness to the area.

In the judgment of the municipalities, more appropriate measures aimed specifically at pedestrian safety can be designed, which would eliminate some pressure on the grade separation fund, promoting more efficient expenditure of public funds as well as increasing the personal safety of citizens.

### III. Specific Problems

In attempting to deal with the provision of safety for pedestrians the municipalities have encountered the following obstacles:

- (a) Legislation relating to safety now in force is outdated as it has not been changed significantly since the 1880's.
- (b) The application of The Railway Relocation and Crossing Act to the problems of railway pedestrian safety is not geared to deal with the particular problem of pedestrian safety.
- (c) Municipalities have not been able to obtain adequate financial cooperation from other levels of government or rail companies to deal with specific danger areas.
- (d) There is no mechanism designed to deal with rail safety problems through which the private sector, municipalities, Provincial and Federal Governments can cooperate to discharge their joint responsibility.
- (e) There is no mechanism through which modern technology aimed at providing greater pedestrian safety can be increased or shared.
- (f) There are no standards or criteria by which specific requests for pedestrian oriented assistance can be evaluated.
- (g) There is no specific fund earmarked to provide for pedestrian safety assistance requests that meet accepted criteria through a defined schedule of financial participation.

R-126  
~~R-127~~

IV. Recommendations

1. That an intergovernmental committee consisting of municipal, provincial, federal and railway officials be established to provide reports to the Canadian Transport Commission and the Provincial Municipal Liaison Committee;

2. That the committee's terms of reference be to review, update or develop as required:

safety facilities  
warrants  
criteria for a joint funding mechanism  
operational procedures

and to consider any other matter relating to the problem of railway pedestrian safety;

3. That the committee recommend an experimental area within the central Ontario municipalities participating in the investigation of railway safety problems to implement a funding mechanism similar to the grade separation fund for receiving applications for pedestrian safety assistance.



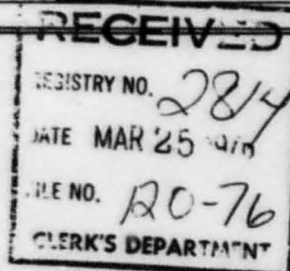


## City of Mississauga

### MEMORANDUM

R-13

To Mayor and Members - General Committee From William P. Taylor, P. Eng.,  
Dept. \_\_\_\_\_ Dept. Engineering, Works & Building



March 24, 1976

OUR FILE NUMBERS: 14 111 0001A  
11 141 00011

CLERK'S 120-76

REQUEST NUMBER: 124-76

**SUBJECT:** Clarification of Watercourse and Major Road Levy Policy

**ORIGIN:** General Committee March 17, 1976 - Item 22

**COMMENTS:** In order to clarify the Acreage Levy policy we would suggest the following:-

- 1 - That all lands which are to be used by the Ministry of Transportation and Communication for the construction of Highways 403 and 410 be exempt from this levy.
- 2 - That all lands which are to be acquired by the Ontario Hydro Electric Power Commission, for Commission purposes, be exempt from this levy.
- 3 - That lands which are to be dedicated for park and/or conservation purposes not be exempt from this levy.

We feel that if Council adopts the foregoing as a policy this will simplify matters and reduce the number of requests for exemption which are now being presented to Council.

**RECOMMENDATION:**

The following is, therefore, recommended for consideration:-

- 1 - All lands which are to be used by the Ministry of Transportation and Communication for the construction of Highways 403 and 410 be exempt from this levy.
- 2 - All lands which are to be acquired by the Ontario Hydro Electric Power Commission, for Commission purposes, be exempt from this levy.
- 3 - All lands which are to be dedicated for park and/or conservation purposes not be exempt from this levy.

RESOLUTION  
REQUIRED

WPT.mh

*William P. Taylor*  
William P. Taylor, P. Eng.,  
Commissioner.



TO: The Mayor and Representatives on Council of the City of  
Mississauga

REFERENCE: The cancellation of Route 17, the Streetsville-  
Sheridan Mall line.

FILE	P-1
DATE	14/1/76
FILE	49-76
FILE	12-70
FILE	MENT

Enclosed is a petition with signatures of patrons of the Mississauga Transit Route 17, the Streetsville- Sheridan Mall line. We feel that the cancellation of Route 17 is highly consequential to us since it is our only reasonable method of transportation to work or school.

The Erindale College of the University of Toronto ran a rented Charterways bus line through Streetsville to the college up until last fall. This was cancelled because all the staff and students from Streetsville used Mississauga Transit as it was less expensive and more convenient. Now that it has been cancelled, with no foreseeable chance of it re-starting, and Route 17 being cancelled, we have no practical means of getting to school. This is true for both staff and students going to the college.

Students at Erindale Secondary School have chosen to go there because their desired program of studies is either not included or not of a high enough standard in the Streetsville Secondary School curriculum. They are exercising a granted privilege and cancellation of Route 17 would be a great restraint on that privilege. There are also some students that are forced to go to Erindale Secondary School because they are within that school's boundaries. These students living in the area

PETITION SIGNED BY APPROXIMATELY  
98 RESIDENTS. ALSO SEE DEPUTA-  
TION 4(c)

P-1a  
of Mississauga Road south of Eglinton Avenue will be left without any means of transport to school.

Some residents of Streetsville use Route 17 to travel to work at Sheridan Mall or else transfer at Sheridan Mall to get to work elsewhere. A few of these people will have to suffer the consequences of leaving their jobs because of lack of transport. This is a hardship on not only them but also on the public as these people will only add to the already growing unemployment list.

The cancellation of this route might force the transit users to revert to the use of their automobiles if they have them. In these times when conservation of energy, air pollution from cars and crowded parking facilities are high in the priority of public interest, it seems the cancellation of the bus service would only aggravate the existing problems all the more.

Instead of cancellation, we propose the continuation of the route under either of the following two plans:

Plan 1; Six runs per day during rush hours leaving Streetsville at 7:36, 8:36, and 9:36 in the morning and leaving Sheridan Mall at 3:00, 4:00, and 5:00 in the afternoon.

Plan 2; Four runs per day during rush hours leaving Streetsville at 7:36 and 8:36 in the morning and leaving Sheridan Mall at 3:00 and 4:00 in the afternoon.

Either of these plans we feel would provide the minimum needed service for us. We are confident that the bus would be nearly filled to capacity at most times as there are many regular users.

P-11h

These recommendations would not preclude your adjustment of the service during the holiday summer months. When the school year is over in June, the Route 17 could be reduced, if necessary, to two runs per day during rush hours and either of the recommended plans be reinstated in the fall at the start of the school.

We appreciate the financial problems of running the massive transit network of this city but we feel that the recommended service would cut the financial losses greatly. The slow times during the mid-day and at night would be eliminated. This, as well as capacity use of the bus during these times we have suggested, are both factors to consider in the financial balance of costs and revenue. Recognizing your financial burdens we hope that you will seriously recognize our transportation problems and give the recommendations sober consideration in light of the strong support they have from us.

Thank You



**GLENSHARON  
RESIDENTS  
ASSOCIATION**

**President**  
Roy Saari  
2382 Rosemary Dr.  
Mississauga  
270-1961

**Vice-President**  
Bruce Sproule  
277-8447

**Secretary**  
Diana Francis  
270-5327

**Treasurer**  
Robert Harrick  
277-9680

Feb. 25/76

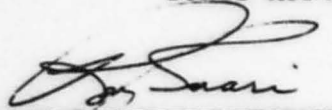
Mr. D. Culham, Councillor Ward 6  
One City Centre  
Mississauga, Ontario

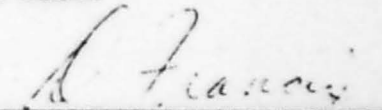
Dear Dave:

The Glensharon Residents Association  
opposes further westerly expansion of a Queensway  
West artery. Attached is an ongoing canvass of  
residents in our area.

Our opposition is based on the following items:

- (a) intrusion of high volumes of traffic through residential areas.
- (b) the high cost of bridges along the proposed alignment of the Queensway West artery at Credit River and over Mississauga Road.
- (c) the existence of suitable proposals for alternative routes, i.e. completion of QEW north service road, widening of Dundas West (Hwy. 5) and other east-west roads north of Dundas West.

  
R. Saari, President

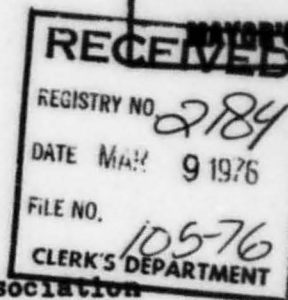
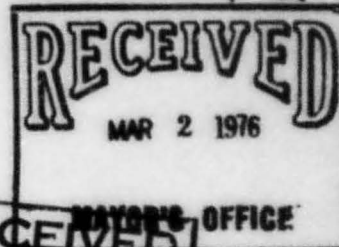
  
D. Francis, Vice-Pres.

cc. Mayor Dobkin  
Members of city council

TO BE RECEIVED. REFERRED TO OFFICIAL PLAN REVIEW.  
PETITION SIGNED BY APPROXIMATELY 96 RESIDENCES.

70: Council 12

P-2





10:

Council

P-2a

MAYOR'S OFFICE

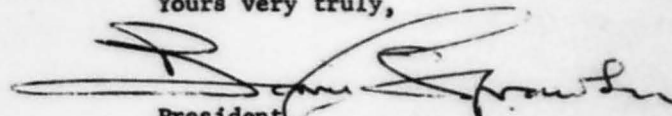
2364 Adena Court  
Mississauga, Ontario  
February 27, 1976

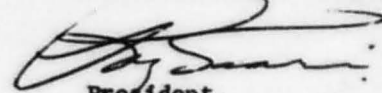
Mayor Dobkin and Members of Council  
City of Mississauga  
1 City Centre Drive  
Mississauga, Ontario

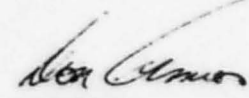
Gentlemen:

We represent ~~the~~ residents in that sector of Mississauga North of the Queen Elizabeth Highway and South of Dundas Street, Highway No. 5. We are unanimously opposed to any westward extension or expansion of the Regional Route named the Queensway. Our individual concerns have been forwarded by previous correspondence through our local councillors.

Yours very truly,

  
President,  
Old Cooksville Residents Association

  
President,  
Glen Sharon Ratepayers Association

  
President,  
Queensway Gardens Ratepayers Association

President,  
Seven Oaks Ratepayers Association

President,  
Gordon Woods Ratepayers Association

- wouldn't sign & believe because  
of past politicians' help, favour, etc  
- privately admit that  
they don't want Queensway  
however, should check their  
previous correspondence concerning  
their official attitude towards  
Queensway. I've noted that one  
group has stated their opposition  
to widening of Queensway



# City of Mississauga

## MEMORANDUM

UB-2

To Mayor & Members of From Mr W P Taylor P Eng Commissioner  
Dept. General Committee Dept. Engineering Works & Building

February 26 1976

Request #93-76

Engineering Dept Files: PN 74-089  
04-00-150.2/11 141 000

REGISTRY NO.	2003
DATE	MAR 2 1976
FILE NO.	T25170
CLERK'S DEPARTMENT	

SUBJECT : WHITE BIRCH DEVELOPMENTS; T-25170; Area Z-9

ORIGIN: Request #93-76, referring to a letter from the developer, Mr J Nesbitt, received by the Clerks Department on February 19 1976.

COMMENTS : Mr Nesbitt, in his letter addressed to Mr T L Julian, City Clerk, has requested the \$2,000 per gross acre levy for future major water-course improvements and future major road improvements to be waived for his plan of subdivision, being 1.755 acres in gross area. Mr Nesbitt points out that through the engineering agreement which has recently been executed by himself and received by the City, he is being required to carry out certain reconstruction works on Queen Victoria Avenue and he feels that the payment of the \$2,000 per gross acre levy for major road improvements would be double compensation.

First of all, it should be pointed out that Queen Victoria Avenue is only a local residential street and the improvements that Mr Nesbitt is being required to carry out on that roadway is consistent with City policy for development sites fronting onto existing City streets.

.....Cont'd.....

UB-2a

/Cont'd Page 2  
Mayor & Members of Gen Ctte  
Re: White Birch Dev PN 74-089

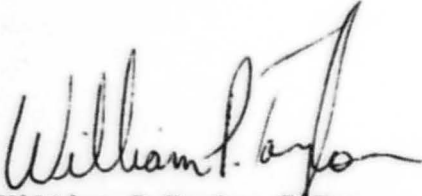
Request #93-76

COMMENTS : (Continued)

The policy of the City to require a developer whose site fronts onto an existing City street to carry out such improvements is similar to the policy of the City requiring a developer to construct at his own cost new local or collector residential streets internal to the site development itself. Mr Nesbitt, in the works required to be carried out through the engineering agreement referred to above, has not been required to carry out any permanent improvement works on a major watercourse.

RECOMMENDATION : It is therefore recommended that this report to General Committee, dated February 26 1976, be received and that the Developer of the residential plan of subdivision, known as White Birch Developments; T-25170; Engineering Department File: PN 74-089, be required to pay the \$2,000 per gross acre major watercourse improvements levy and the \$2,000 per gross acre major road improvements levy in the normal fashion.

6.  
SDL:psp  
MAM

  
William P Taylor P/Eng  
Commissioner,  
Engineering Works & Building

White Birch Lands Limited

1140 INDIAN ROAD  
MISSISSAUGA, ONTARIO  
L5H 1R7  
—  
Telephone (416) 274-3308

UB-2h

<b>RECEIVED</b>
REGISTRY NO. 1624
DATE FEB 19 1976
FILE NO. T25170
CLERK'S DEPARTMENT

Mr. T. L. Julian, Clerk,  
City of Mississauga.

Dear Sir:

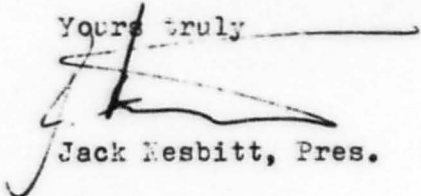
Re. T-25170

With regard to the above subdivision, please be advised that we have been levied \$2,351.00 as a water course improvement charge and \$2,351.00 as an arterial road improvement charge. These figures do not agree with the figures that we were advised of when we agreed to down zone this land from C1 to R2 and they do not agree with the figures presented to us in the consolidated report, therefore we are requesting that they be revised to agree with the original levies.

Further to the above we are already paying for and have agreed to a charge of reconstruction of Queen Victoria Avenue and because of this we feel that if we were levied arterial road improvement we would have been levied twice for the same thing.

Please consider the above at your earliest convenience.

Yours truly

  
Jack Nesbitt, Pres.





City of Mississauga

MEMORANDUM

UB-3

To MAYOR AND MEMBERS OF COUNCIL

From Mr. I. F. Markson

Dept.

Dept. City Manager

March 15, 1976.

SUBJECT: APPLEWOOD LANDMARK - PROPOSED APARTMENT DEVELOPMENT

ORIGIN: City Council March 8, 1976.

COMMENTS: Attached are reports from:

- (1) Treasury Department dated March 10, 1976, indicating Lot Levies calculated on the basis of Financial agreements of 1964 totalling \$99,468 and those based on 1974 Financial agreements totalling \$447,438.
- (2) Report from City Clerk's Department dated March 15, 1976 indicating existing practice with respect to rezoning applications and the uniqueness of this application.
- (3) Suggested recommendation from the Works Commissioner dated March 4, 1976 which was deferred awaiting the above information. This report suggested waiving the watercourse and road improvement levies of about \$29,000 and also that Council re-affirm the \$140 per suite levy of \$42,000 (300 units x \$140).

The City Solicitor will be available to assist Council with the legal aspects of this matter. The Planning Department will be available to assist the Council with the planning aspects of this matter.

*I. F. Markson*  
I. F. Markson,  
City Manager.

Attachs.  
c.c. B. Clark  
J. Dorrell  
A. Adamson  
J. Lethbridge  
W. Taylor  
T. Julian  
W. Munden

SHIPP CORPORATION LTD.  
APPLEWOOD LANDMARK APARTMENT SITE  
SUMMARY OF LEVIES

*R. Wilson*  
Rick Wilson, Director  
Treasury Services

**Note:** The Region of Peel has indicated that no Regional levies would apply under the Interim Fiscal Policy Guidelines as no greater density is being created by the development. If Regional levy had been applied it would have amounted to \$285,705.00

UB-3h

SHIPP CORPORATION LTD.  
APPLEWOOD LANDMARK APARTMENT SITE  
BREAKDOWN OF LEVIES

City

As per 1964 Financial Agreement  
\$140 x 300 units \$ 42,000

agreement fixes levy at \$140 per apartment unit

As per current 1974 Financial Agreements  
Levy Index Persons Units  
\$250 x 1.238 x 4.2 x 300 \$389,970

\$2000/acre Watercourse Improvements  
\$2000/acre Road Improvements  
\$4,000 x 7.242 acres \$ 28,968

Hydro  
\$95 x 300 \$ 28,500

Note: Region: Financial Agreements entered  
into on or after February 19, 1976  
\$226.75 X 4.2 persons X 300 units \$285,705

levy is based upon plans of subdivision where  
50% reduction covering sewer and water is permitted



City of Mississauga

MEMORANDUM

UB-3c

GENERAL COMMITTEE \_\_\_\_\_ From Richard E. Belford  
cot. \_\_\_\_\_ Dept. Clerk's

March 15, 1976

SUBJECT

Shipp Corporation OZ-59-75, Block E, Plan 716  
Part Blocks D & E 726

ORIGIN

Request by City Manager.

COMMENTS

In most instances applications received through this Department for processing are of two types:

- 1 - those that rezone lands that will be also subject to a plan of subdivision, or
- 2 - those that are classed as "fill ins" and simply rezone lands that are surrounded by development, and for one reason or another, have up until this point remained undeveloped.

In the case of the above-noted application by Shipp Corporation, we have, however, a rather unique situation.

The subject lands are situated at the south-west corner of Bloor Street and Dixie Road and comprise Block E, Plan 716 and Part Blocks D & E or 726.

At present these lands, pursuant to restricted area by-law 9827, are zoned RM7D4 and allow for the development of 330 apartment units, averaging 950 sq. ft. each.

The subject application does not intend to change the zoning of this land but only to require a special section change that will allow for the development of only 300 units, averaging 1,700 sq. ft.

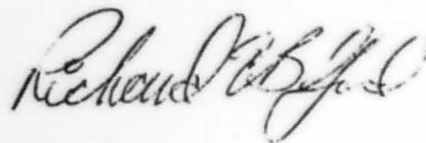
During the processing of this application it was found that two separate financial agreements executed in 1964 between Applewood Dixie Ltd. (Shipp Corporation) and the Township of Toronto required that the Developer pay a levy for lands to be developed for multiple purposes @ \$140.00/suite, prior to obtaining a building permit.



UB-3a

CONCLUSION

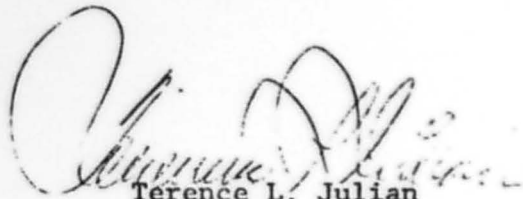
Due to the nature of this application the Developer was not required to enter into a new financial agreement with the City and this application was processed under the terms of the two existing financial agreements.



REB:mp

Prepared by:

Richard E. Belford  
Development Coordinator



Approved by:

Terence L. Julian  
City Clerk



City of Mississauga

MEMORANDUM

UB-3e

Mayor and Members of Council

From William P. Taylor, P. Eng.,

Dept. Engineering, Works & Building

RECEIVED

REGISTRY NO. 2133

DATE MAR 5 1976

FILE NO. 02/59/75

CLERK'S DEPARTMENT

March 4, 1976

FILE NUMBERS: 02-59-75

11 141 00007

(04 00 150.1)

SUBJECT:

Applewood Landmark Apartment Site - South Side Bloor Street at Dixie Road.

ORIGIN:

Letter received from Mr. Harold Shipp dated March 2, 1976 (copy attached).

COMMENTS:

Mr. Shipp is requesting that consideration be given to the requirement that he pay the \$2,000.00 per acre Watercourse Improvement Levy and the \$2,000.00 per acre Road Improvement Levy for the 7.242 acre site above referenced.

The reason for this request by Mr. Shipp is that he could build on the site a 329 suite apartment building, and his Application for Re-Zoning was to downgrade the number of units to 300 suites. In addition, Mr. Shipp is paying a \$140.00 per suite levy at the time of applying for a Building Permit, as per his agreement with the Township of Toronto.

Under the circumstances, Council may wish to re-consider imposing the \$2,000.00 per acre Levies on this development due to the re-zoning to downgrade the proposed number of units and due also to the fact that this development will be paying approximately \$42,000.00 in levies as per an old agreement.

RECOMMENDATION:

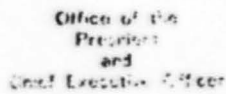
The following is suggested for consideration:-

On the conditions that Applewood Dixie Limited file a letter with the City Clerk that Applewood Dixie Limited has complied with and fulfilled all of the terms and conditions of two financial agreements made the 4th day of December and the 11th day of August, each in the year 1964, then the Shipp Corporation be advised that it will not be required to pay the \$2,000.00 per acre Watercourse Improvement Levy, or the \$2,000.00 per acre Road Improvement Levy on the Applewood Landmark Apartment Site - South Side Bloor Street at Dixie Road - due to the fact that the re-zoning has been a downgrading in the number of suites proposed to be built on the site. Council, however, re-affirms its intention to charge the \$140.00 per suite Levy as per the original Financial Agreement.

WPT.mh  
Att.

WPT.mh

William P. Taylor, P. Eng.,  
Commissioner.



UB-34

Dear Mr. Taylor

Please consider this letter as a request to have your Department's requirement of a \$2,000 per acre levy for water course improvement and \$2,000 per acre levy for road improvement withdrawn from the above-mentioned application on this 7,242-acre site.

The only reason it was felt necessary to apply for rezoning of these lands was solely to facilitate the vastly improved apartment concept which in the end will provide less suites than these lands were zoned for and could accommodate. Further to this, it is known that the occupancy of a building of this type will generate less people per suite, i. e. less than two, which is considerably below the average for the municipality as a whole.

It should also be kept in mind that in making the motion for approval of the Plan when the application was before the Planning Board of the City of Mississauga in late 1975, the Mayor, sitting as a member of the Board, complimented us on our desire to improve the community and provide suites of this size which will further enhance apartment living and life style and broaden the base of types of housing accommodation provided within Mississauga.

(Cont'd. . . . .)

SHIPP CORPORATION

- 2 -

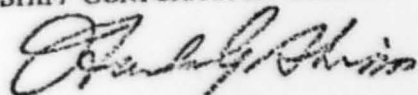
March 2nd, 1976

UB-3g

I would welcome an early opportunity to discuss this matter with you, as it is the only matter outstanding pending the approval of the Plan by the Council at an early meeting. All other items have been taken care of at this time, including the preparation of the necessary By-law.

Yours very sincerely,

SHIPP CORPORATION LIMITED



HAROLD G. SHIPP

Mr. William Taylor, P. Eng.,  
Commissioner of Engineering, Works and Building,  
City of Mississauga,  
1 City Centre Drive,  
Mississauga, Ontario L5B 1M2



GENERAL COMMITTEE OF COUNCIL

MARCH 17, 1976

REPORT NO. 10-76

To: The Mayor and Members of the City of Mississauga Council.

LADIES AND GENTLEMEN:

The General Committee of Council presents its tenth report and recommends:

428. That the Planning Department be authorized to process the site plan for the proposed neighbourhood shopping facility, Block I, Plan 957, north-east corner of Central Parkway East and Mississauga Valley Boulevard as requested by the applicant.

(04-428-76) R.P. 957  
156-76

429. That the request by Pitfield Construction Limited to permit the development of mixed apartments and townhouses at a density of 30 units per acre, of which 8 units per acre would be for row dwelling units, be approved, subject to the conditions inherent in the previously approved application under File OZ-99-73, and subject to the applicant agreeing to comply with any additional requirements of the City or any other official agency concerned with the development of these lands.

(07-4-76) OZ-99-73

430. That the property of Douglas A. Watson known as "Watson's Apple Storage" located on the north side of the Queen Elizabeth Way, between the Etobicoke Creek and Dixie Road, be processed via a plan of subdivision and that Council assure the applicant that the processing will be handled expeditiously; and further, that the Ward Councillor try to arrange a prompt decision from the Ministry of Transportation and Communications.

(04-430-76) 66-76

March 17, 1976

431. That the report dated February 13, 1976, from the Development Co-ordinator, Clerk's Department, with reference to the administration of financial agreements, be received, and referred to budget discussions.

(04-431-76) 120-76

432. That the report dated March 8, 1976, from the City Treasurer with reference to the assessment on condominium units by the Provincial Government, be received.

(04-432-76) 155-76

433. That the sum of \$14,100.00 be accepted as the cash payment in lieu of the 5% land dedication in connection with CDM 74-74, Queen Elizabeth Towers, being a 47 unit apartment condominium on Queen Street, zoned R4, By-law 1227, Port Credit.

(04-433-76) CDM 74-74

434. That the sum of \$2,125.00 be accepted as the cash payment in lieu of the 5% land dedication in connection with application B 208/75, Domenic Alfieri, Fausto Alfieri, being a residential lot on Rosemary Drive, zoned R2.

(04-434-76) 66-76

435. That the sum of \$159,275.45 be accepted as the cash payment in lieu of the 5% land dedication in connection with application T-24356, Eugene Kohn comprising 70 residential lots zoned R1 and 2 reserve blocks B and C.

(04-435-76) T-24356

March 17, 1976

436. That the sum of \$18,000.00 be accepted as the cash payment in lieu of the 5% land dedication in connection with application T-75006, Bayshore Developments Limited for 9 single family lots.

(04-436-76) T-75006

437. That the lease dated November 7, 1975, between the City of Mississauga and St. John Ambulance, Mississauga Branch, covering the old fire hall site at 19 Dundas Street East, on a year to year basis with the right of both parties to 3 months notice to vacate, the City being responsible for heat, utilities and any municipal taxes; St. John being responsible for maintenance, be executed by the City.

(04-437-76) 111-76

438. That the Offer to Sell dated February 26, 1976, from James Alexander Bond in the amount of \$2,891.00 for the strip of land shown as part 36, Plan 43R-3261, Church Street Widening, be executed by the City.

(04-438-76) P. 11-75

439. That the Offer to Sell dated February 26, 1976, whereby the owners of 158 Church Street agree to sell part of their land shown as part 38, Plan 43R-3261 to the City for road purposes, for a total compensation of \$7,244.00 being \$3,682.00 for the land plus payment of \$3,507.00 for horticultural stock as appraised by Cedarvale Tree Service, be executed by the City.

(04-439-76) P. 11-75

440. That the deed dated January 16, 1976, whereby the Bank of Montreal conveys to the City parts 1 and 2, Plan 43R-3143 (Tomken Road Widening) be accepted by the City and that the accepting by-law establish the lands as part of Tomken Road.

(04-440-76) 18-76

March 17, 1976

441. That the letter dated February 25, 1976, from the Secretary-Treasurer of the Land Division Committee, Region of Peel, with reference to taxes and local improvement charges, be received.

(04-441-76) 20-75  
66-76

442. That the letter dated March 1, 1976, from the Region of Peel regarding an Interim Levy By-law passed by the Regional Council on February 26, 1976, be received.

(04-442-76) 35-76  
20-76

443. That the request from the Bramalea-Brampton Optimist Club for permission to hold Air Cadet Tag Days in the City of Mississauga on April 2, 3, 9 and 10, 1976, be approved.

(04-443-76) 74-76

444. (a) That the Traffic Safety Council be the liaison with the Block Parent Programmes in the City of Mississauga.
- (b) That the letter dated February 26, 1976, from Mrs. Maria Hrabovsky and attached petition with regard to the establishment of a Block Parent Programme in the area bounded by Etobicoke Creek and Highway #10; Dundas Street and North Service Road, be referred to the Traffic Safety Council.
- (c) That the report dated March 17, 1976, from Councillor David Culham regarding the establishment of Block Parent Organizations, be referred to the Traffic Safety Council.

(04-444-76) 49-76  
46-76



March 17, 1976

445. (a) That the City of Mississauga not renew its membership in the Canadian Federation of Mayors and Municipalities for 1976 on the basis that the Region of Peel will be a member.
- (b) That the Canadian Federation of Mayors and Municipalities be requested to consider that when the upper tier of a Regional, Metropolitan or County government belongs to the Association, that the lower tiers pay a reduced membership fee or no membership fee at all.

(04-445-76) 36-76

446. (a) That the Region of Peel be advised that the City of Mississauga concurs that the cost of any improvements on Regional Roads required to provide a connection with a new street pattern shall be borne by ~~others~~ than the Region of Peel.
- (b) That the Region of Peel be advised that the City of Mississauga will require that the Region be responsible for the estimates and the distribution of costs for all work referred to in part (a) of this recommendation, including the inspection and acceptance of same.

(04-446-76) 18-76  
35-76  
120-76

447. (a) That West Beach Investments Ltd., T-74109, connect directly into the existing storm sewer system on Old Poplar Row with a retention facility to be provided at this connection and that they also provide for minimization of silt material reaching Turtle Creek during the development of the site itself as recommended in a report, prepared by the Consulting Engineering firm of Marshall, Macklin & Monaghan dated February 1976.
- (b) That the developers of lands which drain to Turtle Creek be required to ensure that, during the development of their lands, methods for retention of storm water and minimization of silt material be provided as recommended by the City of Mississauga Engineering Department.

(04-447-76) T-74109  
120-76

March 17, 1976

448. That the report dated February 26, 1976, from the Commissioner of Engineering, Works and Building with reference to White Birch Developments, T-25170 be deferred to the Council meeting on March 29, 1976.

(04-448-76) T-25170

449. (a) That the developer of proposed plan of subdivision T-74320, 285239 Ontario Limited, be required to pay the \$2,000.00 per gross acre watercourse improvements levy and the \$2,000.00 per gross acre major road improvements levy based upon the total gross acreage of the site for the lands indicated on the present draft plan, except those lands to be acquired by the Provincial Authority on the Hydro Electric Power Commission.

- (b) That the other matters referred to in the report dated March 9, 1976, from the Commissioner of Engineering, Works and Building, with reference to the application of the watercourse improvements levy and the major road improvements levy, be referred to the Staff for a further report clarifying the policy.

(04-449-76) T-74320  
120-76

450. (a) That the Report entitled, "A Policy for Public Open Space" be received and referred to the Official Plan Task Force in order that appropriate open space policies may be incorporated into the Official Plan; and further, that the report be made available for the various affected agencies, school boards and the private sector.

- (b) That the recommendations from the various agencies, boards, etc. be considered by Council within ninety days.

- (c) That the Commissioner of Recreation and Parks be requested to single out items which should have prior consideration by Council and, perhaps, taken out of the context of the total report.

(04-450-76) 140-76  
34-76



City of Mississauga

ITEM 10(c)

MEMORANDUM  
**RECEIVED**  
REGISTRY NO. 2844  
DATE MAR 25 1976  
FILE NO. 13C-76  
CLERK'S DEPARTMENT

To ALL MEMBERS OF COUNCIL

M. L. Dobkin, M. D.

Dept.

Mayor's Office

March 25, 1976.

Dear Sir/Madam:

Over the past two years the City of Mississauga has undertaken an in-depth analysis of its current financial position and the future financial implications related to continued growth. In the fall of 1975 Council was presented with a Budget Overview. As a second step Council recently adopted sound financial guidelines as part of the 1976 Capital Budget which have put a ceiling on capital spending and debt assumption over the next five years.

The third state in the evolution of a fiscal strategy is contained in the attached report from Mr. Ogilvie, Commissioner of Finance in relationship to development levies.

I concur with his statements and so there is no need for repeating them.

I therefore, recommend to Council the following:

1. That the recommendations contained in the report from the Commissioner of Finance, dated March 9th, 1976 regarding development levies be adopted.
2. That the draft financial agreement be adopted as the new financial agreement.
3. That the application of the new lot levy policy in reference to the Big 3 development companies (Markborough, Cadillac-Fairview, and McLaughlin), be delayed for a period of four weeks, and that the Mayor and City Manager report to Council on April 25, 1976 on the status of renegotiations of the Big 3 Development Agreements.

Yours truly,

MLD:sn  
Attach.

M. L. Dobkin, M. D.  
Mayor



# City of Mississauga

## MEMORANDUM

GENERAL COMMITTEE

From Mr. D. A. R. Ogilvie,

Dept. Commissioner of Finance.

March 9th, 1976

File: F1002

Re: Development Levies

### 1. Capital Financing Shortfall

The City faces serious financial problems if current population growth rates continue in the future and if the City wishes to continue to provide the current range, quantity and quality of capital services. The dimensions of the problem were referred to in the budget overview presented in December 1975, and the conclusion was drawn that the implicit costs of debenture financing of the 1976-80 capital projects would represent an unacceptable burden to the taxpayer who would in large measure be paying a share of costs incurred solely by reason of new growth.

The immediate dimensions of the problem can be illustrated by reference to the following projection based on recently adopted capital financing policies and capital requirements to 1980:

	<u>1976</u>	<u>1977</u>	<u>1978</u>	<u>1979</u>	<u>1980</u>	<u>Total</u>
Population	262,000	289,000	315,000	342,000	369,000	+130,000 (over 1975)
	<u>\$million</u>					
Gross new capital requirements	53.9	56.3	35.3	31.5	39.4	216.4
Less: Subsidies	9.6	5.3	5.3	8.6	5.3	34.1
Reserve funds	11.1	6.0	6.0	6.0	6.0	35.1
Current revenue	-	1.1	1.3	1.5	1.7	5.6
Recoveries	.6	6.2	2.8	1.1	2.0	12.7
Net financing required	32.6	37.7	19.9	14.3	24.4	128.9
Less: Debenture Quota	4.9	6.0	7.5	8.6	9.9	36.9
Estimated financing shortfall	<u>27.7</u>	<u>31.7</u>	<u>12.4</u>	<u>5.7</u>	<u>14.5</u>	<u>92.0</u>

The table shows that by 1980 there would be an accrued deficiency

continued/2



in capital financing of \$92 million. Attention is also drawn to the relatively minor role of provincial subsidies in financing overall requirements (about 16 per cent). Given present provincial constraints, it has been assumed that there is unlikely to be any significant improvement in this capital revenue source. Similarly, given a policy of restraint in terms of mill rate increases it is not feasible to increase either current revenue contributions or the debenture quota. This points to greater use of development levies as the major source for growth capital requirements.

2. Analysis of Capital Requirements 1976-80

The capital requirements forecast for the period 1976-80 are not all attributable to new growth. The total gross requirements have been analysed into the following categories:

	<u>% of Total</u>
. New growth	52
. Upgrading	45
. Maintenance	5
. Service level escalation	3
. Other	5
	<u>100</u>

More than half of the required gross expenditure relates to new growth. Financing this expenditure through the issue of debentures would require existing taxpayers to pay part of the capital cost of facilities required solely to meet the demands occasioned by new development.

3. Reservations

It must be emphasized that the five-year projection given above relates only to requirements estimated to arise within the period and makes no allowance for other costs which might stem from the following causes:

- . development west of Winston Churchill Boulevard
- . development in the "hole in the donut"
- . development of a light rapid transit system
- . development of a City Core area and new City Hall

As the potential costs attributable to the foregoing cannot be determined at the present time, the recommendations at the conclusion of this report represent only an interim policy subject to further review and study.

continued/3

#### 4. Methodology

In exploring the required level of development levies to alleviate the capital financing shortfall, it is necessary to make an assumption as to what costs developers could be equitably requested to pay, bearing in mind that part or all of this cost would ultimately be reflected in the cost of new housing. Conversely, it is necessary to consider the position of existing residents and taxpayers. It has been assumed that the capital costs associated with new development should impose no net additional costs on existing taxpayers and therefore that all capital costs attributable to new growth should be recovered from developers and new residents.

In order to assess the capital costs of growth it is necessary to establish a relationship between facilities required and population. In fact most departments were able to formulate population-oriented criteria and some departments have been using these criteria to plan their services. In all these cases it was possible to establish an inventory of capital facilities required to serve a given population, and to price these in terms of current construction/acquisition costs. In this manner a per capita cost of facilities can be derived.

In the case of engineering and public works this approach is not applicable since the required facilities are more sensitive to factors such as traffic, topography, accessibility, water run off etc., which are not necessarily a direct function of resident population. In this case the five-year capital forecast 1976-80 was taken as the best available estimate of typical requirements for a five year period and which would support a population increase of about 120,000 persons (provided that development would not take place West of Winston Churchill Boulevard, or in the "hole in the donut"). Total engineering requirements were then analysed (as noted in Section 2 above), to determine which projects, or portions of a project, were attributable solely to the population increase allowed for. From this was derived a per capita cost - subject to the qualifications set out in Section 3 above.

#### 5. Findings

The conclusions of the study can be summarized as follows:

- (1) The per capita cost of providing capital facilities based on the criteria set out in Appendix A is \$1,100

continued/4

made up as follows:

	<u>\$ per capita</u>
Engineering	610
Parks & Recreation	320
Transit	100
Libraries	60
Fire Service	10
	<u>\$1,100</u>

- (2) The existing residents of the City do not all have available capital facilities on the scale required by the criteria set out in the appendix. The additional cost of providing this level of facilities for the present population is about \$90 million, and this will increase to about \$150 million within the next 2-3 years. This would give a per capita "upgrading" cost of over \$400 or about \$1,200 per household in 1975 values.

It should be noted that the above costs represent only the costs which would normally fall on the City given the existence of the present developer agreements. That is to say, they do not include the cost of capital works carried out by developers and dedicated to the City free of charge. They also assume that present City policy with respect to land dedication would continue in force.

#### 6. Cash Flow and Levy Collection

An increase in development levies will not fully resolve the problems of financing future capital budgets since it will not always be possible to collect all the required levies before certain capital facilities must be emplaced. This is particularly so with respect to "hard" services where there is a significant practical requirement to preservice. An increase in levies will therefore not entirely obviate the need for 'bridging' finance, possibly through the issue of short term debentures. It may be possible to offset this need to some extent by re-phasing the emplacement of other "soft" facilities thus permitting a temporary redeployment of available funds to the best advantage. This latter course may have to be followed to avoid problems where bridging finance requirements might bring the City into conflict with the OMB's borrowing guidelines.

Because of the preservicing requirement it is essential to expedite the flow of funds as much as possible. Present City policy requires development levies to be paid at the time the building permit is issued although formerly there was a require-

continued/5

ment that 25 per cent of the levy be paid upon registration. It is felt that a return to the policy of collecting 25 per cent of the levy upon registration would not only improve the cash flow, but would also act as a strong inducement to developers to proceed expeditiously to the construction phase. This could result in the City achieving better economies with respect to current account operations and in advancing the receipt of tax revenue from the new development.

It has to be remembered that the City is already committed to population growth in the next few years under existing registrations and agreements. Thus a significant part of the growth which will occur will not be supported by the proposed augmented development levies. In view of the provisions of Section 309 of The Municipal Act, it will be necessary to avoid the application of new levy funds to capital projects in the period 1976-80 where this might result in a conflict with the Statutory requirements.

7. Abatement of Levies & Review

All calculations of capital expenditure requirements have been made on a gross basis - i.e. it has been assumed that there will be no off-setting revenue from provincial subsidies or specific housing grant programs. It is suggested that, should such off-setting revenues become available in the future, Council consider adjusting the required levy to reflect this factor. In this way developers could be assured that they are not being required to pay an unjustifiably inflated levy. In computing such abatements only increases in subsidy above the established 1976 subsidy level should be taken into consideration.

As this report envisages development levies forming a significant component of the City's long term capital financing policy, it will be appropriate to periodically review the adequacy of the levy to meet changing perceptions as to the type, quality and quantity of facilities to be provided. This should be done annually.

8. Comparison of Existing and Proposed Levies

A comparison of existing and proposed levies is given in the table below. The reasons for the sharp difference between existing and proposed City levies is explained by the following factors:

- . existing levies do not cover all City services
- . existing levies do not reflect current capital standards

continued/6



John Doe Agreements

	<u>Existing</u> \$ p.c.		<u>Proposed</u> \$ p.c.	
City	250*	(309.50)	1,100	
Region	150	(188.96)	300	(377.92)
Hydro	150		150	
Total	<u>\$550</u>	(648.46)	<u>\$1,550</u>	(1,527.92)

Big-Three Agreements

	<u>Existing</u> \$ p.c.		<u>Proposed</u> \$ p.c.	
City	50*	(78.90)	1,100	
Region	90	(113.40)	300	(377.92)
Hydro	-		-	
Total	<u>\$140</u>	(192.30)	<u>\$1,400</u>	(1,777.92)

\* Plus \$2,000/acre levy for watercourse improvement - if required  
 Plus \$2,000/acre levy for arterial road improvement - if required  
 Plus Cash payment in lieu of 5% industrial land dedication.

9. Summation

A per capita development levy of \$1,100 is required to make new growth self-sustaining in terms of capital requirements. This levy is based on the criteria set out in the appendix and is therefore sensitive to changes in these standards. Consideration of these standards is therefore required before adoption of a revised levy - especially in view of the provision of subsection 1 of section 309 of The Municipal Act which requires that where a levy is collected for a specific purpose it may be used only for such purpose.

10. Recommendations:

- (1) That all developers be required to pay a development levy based on per capita cost of \$1,100 as per Appendix A attached to this report.
- (2) That the developer levy be adjusted in accordance with the latest available Southam Construction Index in January and July of each year.
- (3) That all developers be required to enter into a uniform financial agreement subject to current facility emplacement clauses continuing in force.

continued/7

March 9th, 1976

Recommendations (continued):

- (4) That all developers be required to continue to emplace all services and facilities called for under current policies as amended from time to time.
- (5) That the revised levy come into immediate effect upon resolution by Council and that the levy apply in respect of all developer agreements which have been authorized by by-law for signature on the date of the aforementioned resolution.
- (6) That Council endorse the capital facilities criteria as set out in the Appendix as being the City's long term objectives in the provision of capital facilities.
- (7) That Council adopt the policy of imposing a surcharge on the development levy in respect of any development where it appears that special capital costs might otherwise be incurred by the City.
- (8) That the development levy be subject to annual review and revision and that the Commissioner of Finance be responsible for reporting to Council thereon.
- (9) That all existing development levies be discontinued from the date the revised levy comes into effect.
- (10) That the Commissioner of Finance recommend to Council annually what abatement, if any, should be made to levies in respect of additional capital subsidies received by the City.
- (11) That 25 per cent of the total amount of levy applicable in respect of each plan registration be payable upon registration with the balance of the amount being due upon issuance of the building permit.
- (12) That the existing policy whereby cash payments in lieu of industrial land dedication are collected upon registration be continued.

Enc.  
DARO/hh

D. A. R. Ogilvie,  
Commissioner of Finance.

APPENDIX "A"

# SELECTED ENGINEERING STANDARDS

A. <u>Roads Program</u>	<u>Current Facility</u>	<u>Design Capacity</u> <sup>1.</sup>	<u>Current Traffic Volume</u> <sup>2.</sup>	<u>New Facility</u>	<u>Design Capacity</u>
1. Winston Churchill Blvd.	2 land ditched unimproved surface	725	980	4 lane curbed w/ storm drainage	725
2. Eglinton Avenue	"	800) <sup>3.</sup> 725)	6,500) <sup>3.</sup> 10,000)	"	725
3. Burnhamthorpe Road	"	625) <sup>4.</sup> 725)	270) <sup>4.</sup> no count)	"	725
4. Creditview Road	"	625	3,500	"	725
5. Tomken Road	"	725	1,400	"	725
6. Fieldgate Drive	NIL			standard sub-division road	
7. Bramalea Road	2 land ditched unimproved surface	725	2,716	industrial standard roadway	725
8. Rathburn Road	NIL			standard sub-division road.	
B. <u>Grade Separations</u> - required when the number of train-vehicle conflicts reaches 150,000/day.					
1. Erin Mills Parkway & C.P.R.	- City agreed to grade separation when traffic volume on Erin Mills Pkwy. reached 2,500 vehicles/day. The current traffic volume is 7,600 vehicles/day and anticipated new development will increase this volume considerably.				
2. Burnhamthorpe Rd. & C.P.R.	- Currently, the number of train-vehicle conflicts is less than 150,000/day. However, the road widening program on Burnhamthorpe Road will result in Burnhamthorpe's inclusion as a major east-west arterial and significantly increased traffic volumes.				
C. <u>Bridge Program</u>	<u>Current Facility</u>	<u>Design Capacity</u>	<u>Current Traffic Volume</u>	<u>New Facility</u>	<u>Design Capacity</u>
1. Burnhamthorpe Rd. at Credit River	NIL	NIL	NIL	two 4 lane bridges (Mullet Cr. & Credit River)	725
2. Eglinton Ave. at Etobicoke Creek	2 land	725	10,000	4 land	725

continued/2



D. Water Course Improvements  
and Storm Drainage Program

	<u>Current Facility</u>	<u>Design Capacity</u>	<u>Current Traffic Volume</u>	<u>New Facility</u>	<u>Design Capacity</u>
1. Cooksville Creek	- retention ponding in northern section, replacement of bridges and realignment and channelization.				
2. Mary Fix Creek	- replacement of culverts and channel improvements at eight locations.				

NOTES

1. Design capacity units are vehicles/hour/lane/direction.
2. A.A.D.T. (Annual Average Daily Traffic).
3. Winston Churchill-Hurontario;  
Hurontario-Etobicoke Creek.
4. Winston Churchill-Mississauga Road;  
Credit Woodlands-Creditview Road.

# SELECTED ENGINEERING COST ESTIMATES

A. <u>Roads Program</u>		<u>Gross Cost 1,2.</u>
1. Winston Churchill Blvd.		
a. Dundas-Burnhamthorpe		1,530
b. Burnhamthorpe-Eglinton		1,200
c. Eglinton-Britannia		2,400
d. Britannia-Derry		2,400
2. Eglinton Avenue		
a. Winston Churchill-Hwy. #10		10,600
b. Hwy. #10-Tomken		2,010
c. Tomken-Etobicoke Creek		2,210
d. Etobicoke Creek-E.City Limit		2,200
3. Burnhamthorpe Road		
a. Winston Churchill-Creditview		5,700
4. Creditview Road		
a. Britannia-Eglinton		1,160
5. Tomken Road		
a. Burnhamthorpe-Eglinton		1,300
6. Fieldgate Drive		
a. Dixie Rd. - 1,200' Easterly		500
b. Rockwood Subdiv.-Eglinton		1,260
7. Bramalea Road		
a. Derry-N. City Limit		1,140
8. Rathburn Road		
a. Rockwood Subdiv.-Hwy. #10		4,600
B. <u>Grade Separation Program</u>		
1. Erin Mills Parkway & C.P.R.		2,500
2. Burnhamthorpe Rd. & C.P.R.		4,200
C. <u>Bridge Program</u>		
1. Burnhamthorpe Rd. at Credit River		11,500
2. Eglinton Ave. at Etobicoke Creek		2,000

continued/2

D. Watercourse Improvements and  
Storm Drainage Program

Gross Cost 1,2.

1. Cooksville Creek	5,115
2. Mary Fix Creek	1,530

NOTES:

1. Gross cost includes land acquisition.
2. All costs in this table in \$000's.

RECREATION AND PARKS

SERVICE STANDARDS

Neighbourhood Facilities:	Standard	Unit Cost
Softball Diamonds (unlit)	1 per 5,000	\$5,000
Minor Soccer	1 per 5,000	600
Tennis Courts	1 per 10,000	15,000
Playground	1 per 2,500	10,000
Parkland (acres)	2.5 per 1,000	*

\*no unit cost assigned since neighbourhood parks are dedicated under existing agreements.

District Facilities:

Arena	1 per 25,000	\$1,000,000
Outside Ice	1 per 25,000	200,000
Baseball Diamonds	1 per 10,000	10,000
Community Centres	1 per 50,000	800,000
Lacrosse Box	1 per 20,000	30,000
Pools: Outdoor	1 per 30,000	550,000
Indoor	1 per 50,000	780,000
Softball Diamonds (lit)	1 per 50,000	30,000
Major Soccer (lit & unlit)	1 per 5,000	35,800 (800)
Tennis Courts	1 per 10,000	15,000
Major Playgrounds	1 per 50,000	20,000
Parkland (acres)	2.5 per 1,000	80,000/acre

Major & Special Facilities:

Parkland (acres)	2.5 per 1,000	\$80,000/acre
------------------	---------------	---------------



LIBRARY BOARD

SERVICE STANDARDS

1 Central Library/City ) 1 Library/  
1 District Library/50-100,000 population ) 25,800  
1 Neighbourhood Library/15-30,000 population) population  
.672 Sq.ft. of building/capita  
2.613 Volumes/capita

Libraries should generally be separated by no more than two miles to permit a maximum walking distance of no more than one mile to a library facility.

Unit Costs:

Building costs \$50/sq.ft.(includes furnishing cost)  
Volumes \$10/volume.

## FIRE DEPARTMENT

### SERVICE STANDARDS

Stations should be located so that all residences and commercial/industrial establishments within the Municipality are within a two mile response zone of at least one fire facility. The station should be located so that response zones at least partially overlap in order to provide adequate primary backup response (maximum backup distance of three miles).

- 2 Trucks/first 20-30,000 population
- 1 Truck/next 20,000 population
- 1 Truck/each additional 40,000 population  
(the truck composition, i.e. aerial/pumper mix, is determined by development type; high-rise and industrial/commercial lands require aerial equipment)
- 2,750 Sq.ft. of station/new truck
- 1 Acre of land/station.

#### Unit Costs:

Pumpers	\$ 85,000
Aerials	\$115,000
Stations	\$40/sq.ft.
Land	\$80,000/acre

TRANSIT DEPARTMENT

SERVICE STANDARDS

<u>Equipment &amp; Facilities</u>	<u>Standard</u>	<u>Unit Cost</u>
Buses	1 per 1,000	\$65,000
Shelters	1 per 1,000	1,500
Stops	1 per 100	50
Storage & maintenance bldg.	1,000 sq.ft./bus	30/sq.ft.
Land	.05 acres/bus	80,000/acre



I-1

Office of the  
Deputy Minister

Ministry of Treasury  
Economics and  
Intergovernmental  
Affairs

416/965-4797

Frost Building  
Queen's Park  
Toronto Ontario

March 4, 1976

<b>RECEIVED</b>
REGISTRY NO. 2324
DATE MAR 11 1976
FILE NO. 3376
CLERK'S DEPARTMENT

TO ALL HEADS OF COUNCIL:

On January 16, I provided you with the details for 1976 unconditional grants which traditionally have become available at the time of the Provincial budget. The only factor I did not cover in that early announcement was the determination of 1976 grants population. To aid you further in your budgetary process, I take this opportunity to complete the information you require.

In summary, 1976 grants population will be determined in the same manner as in 1975, with the following three changes:

- . if the 1975 grants population was set equal to 95 per cent of the 1973 grants population, the 1976 grants population will be subject to a minimum of 90 per cent of 1973 grants population.
- . where the 1975 grants population was set equal to 130 per cent of the 1973 grants population, there will be no such limitation on the 1976 grants population.
- . where a military base exists within a municipality, the 1976 grants population will be the 1975 non-base population as determined in accordance with Sections 23 and 23(a) of The Assessment Act, plus a similar adjustment for seasonal residents as in 1975, plus one-third of the 1975 population on the military base.

...../2

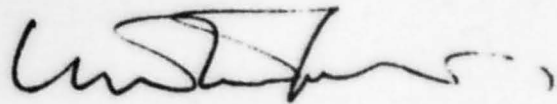
TO BE RECEIVED. REFERRED  
TO W. MUNDEN.



I-1a

To assist your treasurer or clerk-treasurer in determining 1976 entitlements to resource equalization and support grants, they will receive a 1976 claim form in the next few days. Along with the Provincial budget, I will be publishing a list of 1976 municipal grants populations and estimated 1976 unconditional grants entitlements. However, the latter will usually be less accurate than locally calculated amounts, as this Ministry has as yet not received the data used for actual entitlements.

Yours sincerely,



W. Darcy McKeough  
Treasurer of Ontario



Ontario

I-2

Office of the  
Minister

Ministry of  
Natural  
Resources

March 10, 1976

RECEIVED	
REGISTRY NO. 2368	416/965-1301
DATE MAR 12 1976	
NO. 76-76	
DEPARTMENT	

Whitney Block  
Queen's Park  
Toronto Ontario

MEMORANDUM TO: Wardens, Mayors, Reeves and Regional  
Chairmen of Municipalities in Ontario.

SUBJECT: Planning for Flood Emergencies

In this annual letter to heads of municipal councils in Ontario, I wish to acquaint you with the recent change in the Ontario Government's approach to emergency planning and the new responsibilities assigned to my ministry.

As you know, the Emergency Measures Branch of the Ministry of the Solicitor General was disbanded as of December 31, 1975. The government has established a "lead ministry" concept under which certain ministries have been given responsibility for co-ordinating a provincial response to various emergency situations.

Under this concept, my ministry has been designated as lead ministry responsible for co-ordinating delivery of a provincial response to a declared flood or forest fire emergency. Mr. W.G. Cleaveley, Executive Director, Field Services Division, has been appointed Provincial Co-ordinator of this program. I am attaching a statement of policy which establishes the relative responsibilities of my ministry, municipalities, and conservation authorities where they exist, with respect to flood emergencies.

As the initial responsibility for protection and welfare of its residents rests with the municipality, it is imperative that each municipality develop a plan for emergency action so that any response to an emergency can be co-ordinated effectively at the municipal level. I am aware that many municipalities have developed contingency plans under which they are prepared to take action to combat flooding problems. I commend them for their initiative in organizing an effective response to prevent or reduce damage by flooding. I am also forwarding a planning guide, prepared by my ministry, which may be of assistance to those municipalities lacking contingency plans. This guide sets out the role and responsibilities of municipalities, conservation authorities and my ministry.

✓ TO BE RECEIVED.  
REFERRED TO W. TAYLOR.

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I-2a

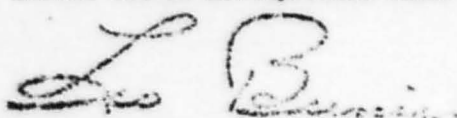
Your co-operation in participating in meetings organized by conservation authorities or by the ministry to discuss this program will be most appreciated.

As this is the time of year when flooding problems are most likely to occur on both the Great Lakes and inland waters, affected municipalities should be prepared to take remedial action to prevent or reduce flood damage. It is incumbent upon the responsible municipal officials to maintain a careful watch on the development of conditions likely to present flooding hazards. Detailed information relative to weather and streamflow can be obtained under the provincial flood warning system through the ministry Hydrometeorologist, Mr. D.N. McMullen, Conservation Authorities Branch, Queen's Park. He can be reached by telephone during office hours at 416/965-6292, and after office hours and on weekends at 416/277-8618.

Until contingency planning can be completed at the local level, the following ministry staff can be contacted at Main Office for further information:-

	<u>Office</u>	<u>Home</u>
- W.G. Cleaveley, Executive Director, Field Services Division.	416/965-2781	416/277-4097
- S.B. Panting, Director, Engineering Services Branch.	416/965-1271	416/225-8543
- J.W. Murray, Supervisor, Water Management Engineering.	416/965-6294	416/497-6626

I trust that a co-ordinated approach to emergency planning and action can be accomplished under this arrangement.

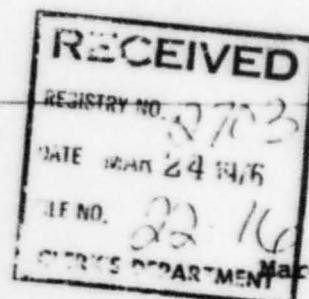


Leo Bernier,  
Minister.



Ontario

Ministry of  
Transportation and  
Communications



I-3

March 23, 1976

Mr T. L. Julian  
City Clerk  
City of Mississauga  
1 City Centre Drive  
Mississauga, Ontario

Dear Mr Julian:

The Ministry plans to carry out a telephone survey of 700 randomly selected households drawn from residential areas generally adjacent to the QEW in Mississauga, Oakville and Burlington. Preparations for the survey will begin during the week of March 29 and the survey should be completed by May 9th. The survey is intended to assess public attitudes to the Traffic Surveillance and Control project which has been underway for some now on the QEW between Southdown Road and Highway 10.

Survey interviews will be conducted by a private research firm contracted by the Ministry. People selected to be interviewed will be informed of the general purpose of the survey and asked to participate in a twenty minute interview. The interview will be concerned with resident's work locations, details of their work trip, their familiarity with various routes and modes for getting to work as well as their attitudes to various aspects of the traffic surveillance and control project. A report is expected by late summer.

If you wish to make any inquiries about the details of the survey, please contact Ken Sharratt, Human and Social Factors Research, Room 313B, Central Building, Ministry of Transportation and Communications, Downsview, Ontario, M3M 1J8  
Telephone: (416) 248-3991.

Yours truly,

Ken Sharratt  
Program Manager

TO BE RECEIVED.



Ontario

Office of the  
Chairman

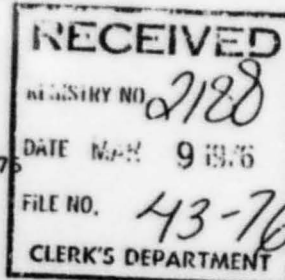
Royal Commission  
on Electric Power  
Planning

416/965-2111

7th Floor  
14 Carlton Street  
Toronto Ontario  
M5B 1K5

I-4

February 13, 1976



Hello again:

It's about four months since I wrote a letter to the many people who, at that time, had expressed interest in the work of the Commission. Subsequently many of you attended the preliminary public meetings which we organized across the Province. Largely as a result of these meetings the list of people to whom this letter is especially addressed has burgeoned greatly - indeed from 1,020 to 6,000. And, incidentally, if anybody reading this letter wishes to be put on our mailing list please send your name and address to the Commission offices.

My earlier letter dealt with the aims of the Commission, stressed the importance of getting as many people as possible interested in our work, and, in general, prepared the ground for the preliminary public meetings. This present letter is intended to update you on the work of the Commission, to outline some of the main findings of the preliminary meetings and to provide a basis for the next round of hearings - the public information hearings.

Public Participation

Active public participation is essential. It is achievable through attendance at our hearings, through letters which outline your ideas relating to the future electric power needs of the Province, (or to the environmental implications of increased energy demands, or about how electrical energy can be conserved etc.), through visits to the Commission offices to talk over some of the very important problems which confront us, and through joining informal study groups aimed at developing ideas and briefs for the Commission. And there are obviously other ways in which your participation in the continuing debate on future energy policies for the Province, and for Canada, can be both timely and very desirable. There is certainly much food for thought in a quotation by Hannes Alfven, Nobel Prize winner in Physics (1971):

*"The energy debate will therefore become a crucial test of democracy, and it is exceptionally important that everyone take a stand".*

The response of the public to our pressing invitation, through our information kit, the press, radio, and television, to attend the preliminary meetings, and to participate by presenting written and verbal submissions, was highly encouraging; not least because more than 250 written submissions were presented. Furthermore, we managed to achieve a relaxed atmosphere which most people appreciated.

TO BE RECEIVED.  
ADDITIONAL MATERIAL AVAILABLE  
IN THE CLERK'S FILES.

Encouraging too was the fact that the meetings generally lasted appreciably longer than we expected; sometimes into the wee small hours past midnight. Needless to add my fellow commissioners and I enjoyed the sessions immensely. By the time they were concluded we felt well and truly educated in the sense of being made aware of your many concerns; these will, of course, provide the basis for future meetings and hearings of the Commission.

In a somewhat lighter, albeit important, vein some of the preliminary meetings were held in rooms closely adjacent to where "rock combos" were performing. In spite of the comparatively high background sound level, the meetings carried on, thus demonstrating the dedication, and indeed the fortitude, of people attending. It occurred to me at these times that at least one energy conservation measure might be to turn down the amplification of the electric guitars thereby not only conserving electricity but also conserving the delicate and irreplaceable apparatus of many young human ears!

The Commissioners believe that if we actively seek public participation, and create an atmosphere of confidence by widely disseminating, and making readily accessible, relevant information, the consequence may well be that key decisions, especially in the energy field, can be based on acceptable compromises. The availability of relevant information is of special significance. We believe that if it is not available to the public the chances of obtaining public acceptance of vital decisions and plans will be appreciably reduced.

Indeed, the main reason for the Commission arranging the forthcoming "information hearings" is just this - to give the public access to the relevant facts relating to electric power planning in Ontario.

#### Public Opinion

What is public opinion? During the preliminary meetings we heard many diverse opinions relating to the issues and concerns which the Commission must consider. Virtually all of them were relevant. It was gratifying that so many of the civic leaders of the Province, the mayors of municipalities, the reeves and the councillors gave so readily of their time and participated so enthusiastically; the same applies to several Members of the Provincial Legislature who attended the meetings. And, of course, the public interest groups and the Public Utility Commissions were much in evidence. We are grateful to all of these people and indeed to all who participated.

In later stages of the Inquiry the Commission will try to obtain consensus's regarding the key issues i.e. the need for additional electric power generating and transmitting facilities, the ways in which electric power should be generated during the period 1983-1993 (i.e. fossil fuelled or nuclear stations), the degree to which the people of Ontario are willing to accept "belt-tightening" measures in order to conserve energy, the steps which will have to be taken to protect Ontario's foodlands and hopefully at the same time to maintain the Province's economic health (without adequate food its health would be endangered!), and measures which may be necessary

to maintain environmental quality - air, water, soil and the aesthetic aspects.

There was frequent reference, during the meetings, to the energy situation in Sweden, and to the fact that the energy consumption per capita in Canada is about 55% greater than in Sweden. I suspect that the corresponding figure for Ontario is not much different. Furthermore, Sweden appears to be embarked on an energy conservation programme which aims at reducing the average annual increase in energy consumption to 2% for the period 1973-85, and this to be followed by a state of zero energy growth per capita by about 1990. I should hasten to add, however, and I quote from a speech by the Prime Minister of Sweden, that "the growth rate of electricity consumption will be higher and the growth rate of oil consumption lower than that of energy consumption as a whole".

How is Sweden going about achieving such a low energy growth rate? Obviously the role of the public as a whole is central. Let's read about how the Prime Minister of Sweden has praised the participation of his fellow countrymen in the energy debate:

*"The most important new departure has been the study circles on energy policy organized by the voluntary adult education associations. Tens of thousands of people have gathered evening after evening to study and give their opinions on a public issue which is extraordinarily complex but at the same time will fundamentally influence our future development. We expected a great deal of these activities, but our expectations have been surpassed by actual events, as regards to the numbers taking part in the study circles and also as regards the involvement and breadth of the opinions put forward. I would like to express my boundless admiration for the work that has been done in these discussion groups".*

You will note the parallelism between the Swedish study groups and the preliminary meetings held by the Commission. And not least the fact that the Swedish Government has adopted in large measure the policies recommended by these groups. One important difference, however, is that the study groups in Sweden involved 44,000 people and written responses were received from 3,846 groups. These numbers are, of course, appreciably in excess of those which the Commission attracted in spite of the fact that the populations of Sweden and Ontario are about the same. I hope the Swedish example will be noted by many many Ontarians so that we can emulate Sweden's highly effective public participation process.

Fortunately the Commission is still in an early stage of its work and I have no doubt that as the issues become identified and clarified the people of this Province will not be found wanting in their willingness to participate in the debate.

The Major Concerns

Just to whet your appetites for future Commission activities, especially

the public information hearings, I would like to mention now, and reflect briefly on, some of the major concerns which many of you raised during the preliminary meetings. There will be a much more detailed presentation of these concerns in the first report of the Commission which hopefully will be published before the end of March 1976.

First and foremost, the issue of conservation was raised at virtually every preliminary meeting. Conservation of non-renewable resources, such as the fossil fuels, is obviously a key issue. In this context, "conservation" should be interpreted as the wise use of precious resources so that needless waste is eliminated. And note in this regard that nuclear fuels, such as uranium, are also non-renewable resources. The process of "burning" anything is irreversible, so also is the process of urbanizing rural lands. And this brings me to perhaps the most important basic resource of all because it is truly irreplaceable, unlike, for instance, the fossil and nuclear fuels which might at some future time be replaced, say, by solar energy. I refer to the "foodlands". If good agricultural land is covered with concrete it's gone forever. And this fact was stressed over and over again at the preliminary meetings. The message is clearly that "the foodlands must be protected and nourished".

Note in this regard the words of a distinguished cleric The Right Reverend David Ragg, Bishop of Huron:

*"Every successful nation of the Developed World is based on a sound and flourishing agricultural life -- and God help us when this is forgotten".*

Conservation was followed closely, in concern, by what might be described as "environmental impact". This category includes concerns relating to the stability of eco-systems, questions of the health of man and farm animals, aesthetic concerns, and indeed the whole gamut of concerns relating to the impact of the technological and social changes associated with electric power generation and transmission on the people of Ontario and especially the people who dwell in particular locations.

Noteworthy were the following specific areas of concern:

- a) Nuclear power, praised by some people as the only viable means of generating adequate electric power by the turn of the century, strongly criticized by others because of its undesirable environmental impact, is a central concern. The so-called "nuclear fuel cycle" which consists of mining uranium, refining the ore and burning the uranium gives rise, we were informed, to environmental problems in the areas where these activities take place. Further, the siting of nuclear power stations brought forth a range of concerns which included nuclear reactor safety, the risks due to low-level harmful radiations from power plants, the transport and storage of spent nuclear fuels and the potential hazards



manifest in the future decommissioning of nuclear power stations.

Clearly, this issue is of profound importance - the potential benefits and the potential risks of nuclear power, especially the long-term benefits and risks, must be stated as clearly as possible so that the public of Ontario can decide. Certainly the Commission will have to pay very special attention to this issue.

- b) A high proportion of the electric power presently generated by Ontario Hydro is based on the burning of fossil fuels - coal, heavy fuel oil and natural gas. Of these, the combustion of coal and oil was said to be particularly polluting. The most hazardous pollution is apparently due to sulphur dioxide and to particles of unburnt fuels, but in addition some toxic substances such as mercury and radioactive materials may also be emitted. Accordingly there are health hazards associated with the generation of electric power from fossil fuels.
- c) All thermal generating stations in Ontario, using both fossil and nuclear fuels, discharge large quantities of thermal wastes into lakes and rivers. A major concern expressed by many of you related to the impact of these thermal discharges on the basic ecology of the Great Lakes.
- d) We heard a great deal about the potentially harmful side-effects of conventional electric power transmission lines and corridors. Apart from the land use aspects, the following were the major issues to be raised:
  - i) The undesirable aesthetic impact of transmission towers in areas of high natural beauty.
  - ii) The potential health hazards of high voltage transmission lines (i.e. 500kV lines) on man and animals.
  - iii) The potentially harmful effects of ozone (sometimes generated in the vicinity of transmission lines) on certain crops especially on white beans.
  - iv) The use of herbicide sprays for defoliation in some transmission line corridors.

The future demand for electric power was not surprisingly a very fundamental concern. It is closely related to the question of growth of population, the development of industry in Ontario, the level of savings which can be achieved by energy conservation measures, the degree to which new homes to be built in Ontario will adopt electric space heating, the impact of electric power development on environmental quality and, by no means least, the availability of primary fuels. I am sure you will agree that these various factors are all closely linked with the issue of the "desired future life-styles" to which you aspire.

Essentially because of the long lead times associated, for example, with the construction of major electric power generating facilities - a large thermal generating station may take anything from seven to twelve years to complete - decisions have to be taken many years in advance of the date when a facility will begin its useful life. For this reason the procedure which the experts call "load forecasting" is particularly difficult - it involves so many assumptions. But one thing is certain - it is that decisions have to be taken either to go ahead with a specific project or to delay it for a year or two well in advance. What do you think the assumptions should be? They clearly must have a close relationship to the kind of life-styles which Ontarians anticipate ten, twenty, and thirty years hence. The Sierra Club of Ontario, in its preliminary brief to the Commission, puts the issue very succinctly:

*"Because of increasing lead time associated with construction of power plant facilities, the electricity generating industry finds itself projecting its output farther into the future than ever before. These future projected output plans, if executed, will have a significant influence on the environment as well as on the various components of the economy. Therefore, the importance of developing and applying meaningful, and hopefully accurate, forecasting techniques is apparent."*

On one hand we heard, during the preliminary meetings, that electric power facilities must be expanded because of the increasing population of Ontario and because of the needs of industry and commerce in order to increase the number of jobs. But on the other hand we also heard that environmental protection and the protection of foodlands are essential and that growth in demand for electric power must be curtailed. The proponents of continuing growth of electric power capacity are usually, of course, in direct conflict with the proponents of environmental protection. A major problem facing the Commission is to assess the pros and cons of both points of view and to develop planning concepts which will be acceptable to most people.

The above are just a sample, albeit a very important sample, of the issues which you identified during the preliminary meetings. I hope this brief introduction to them will help to clarify in your own minds the immense scope of the Commission's work, and that you can now put into perspective our next round of public meetings. I am sure that they will be just as educational to all of us as the first round were.

#### The Public Information Hearings

In preparation for the information hearings we have recently been busy studying and structuring the many concerns which were presented at the preliminary meetings. They have evoked considerable interest. Just last week, (February 5, 1976) the Head of the Advanced Concepts Centre of the federal Department of the Environment, Ottawa, spent an entire morning reading some of the submissions we have received, his comment was - "fantastic, a real education because for the first time I have got a perception of how people view critical energy and environmental issues".

We have now decided on the categories of issues for which we need

I-44

- 7 -

detailed information from Ontario Hydro and from various government ministries and agencies. And to facilitate the "information gathering" process at the hearings, the Commission has invited a group of distinguished Canadians - we call them The Panel of Examiners - to undertake the examination of the experts. The specific topics and dates on which these will be examined, are outlined in the attached formal statement of the objectives and the programme which we have developed for the public information hearings. Please study this material very carefully because, as in the case of the preliminary meetings, your participation, through attendance and questioning, at the hearings, is of great importance.

What is the main purpose of the public information meetings? It is very simply to obtain the information necessary for the main part of our inquiry when the issues and concerns you have already identified will be debated in depth. What we are saying is - let's have all the cards on the table and then we'll be in a position to "play the game" - the vitally important "game" of decision-making - to the very best of our ability.

#### Our Information Centre

Ann Dyer has been doing a first-class job indexing and cataloguing the many articles, newspaper reports, transcripts of hearings and other pertinent information contained in our Information Centre. It is becoming quite an impressive collection and, especially when we bring our computer data banks into operation within a month or so, the Centre will greatly facilitate the work of the Commission and of all interested parties. To date, we have had quite a few "customers", mostly students, visit the Centre but we would welcome very many more.

When the computer information processing and accessing system is fully operative it will be possible for many of you, who have access to the appropriate computer terminal (perhaps at a Community College) in locations across the Province, to obtain up to date information concerning the work of the Commission, including summaries of hearing transcripts. This will be a major step in the direction of more involvement of the "general public" in our activities.

Public Funding and the Proposal to Appoint a Public Interest Counsel  
When the Honourable Allan Grossman announced the establishment of this Royal Commission he said:

*"In fact we are taking this Government's commitment to public participation in the planning process a major step forward by providing funding for potential participants at the hearings."*

You will be interested to know that to date we have received sixteen applications for funding assistance, mostly from public interest groups and from groups of students. These applications are presently being considered by a special Commission committee under the chairmanship of Commissioner Bob Costello. As you can imagine it is not proving an easy task to accommodate the requests within the Commission's funding budget.

...8

In addition to the organized groups, mentioned previously, the Commission foresees the need to help individuals and groups who wish to participate actively and who need, but cannot afford, expert advice in the preparation of their briefs. To facilitate this important aspect of public participation, the Commission proposes to appoint a Public Interest Counsel, and a Public Interest Coordinator, whose major concerns will be to provide individuals and groups with such assistance. Furthermore, the Public Interest Counsel would supplement the information provided at the regional information centres which the Commission is in the process of establishing. In this way individuals and groups would be kept posted on the progress of the inquiry and especially of the public meetings and hearings. He, or she, might also participate in hearings of the Commission on behalf of his, or her, client groups - clearly the arrangement lends appreciable flexibility to the inquiry as a whole. I-4g

Various qualified persons have already expressed interest in the important position of Public Interest Counsel. However, because of the public nature of the counsel's clientele it is obviously desirable that candidates for the position be canvassed as widely as possible. In consequence, the Commission intends to advertise the position in the near future.

#### Approaching the "Conceptualization Stage"

What do I mean by such an obscure expression? Simply this. On the completion of the information hearings the Commission will begin to develop alternative "scenarios" which will depict various potentially viable electric power planning models for the Province. They will be based on such key factors as population distribution, energy demand, agricultural potential, industrial potential, environmental quality, transportation patterns, the implications of conservation practices, the security of fuel supplies etc. In other words, with your help, we will try to develop alternative policies and choices which bring out each of the above relevant factors for presentation to the people and the government. These "alternative futures" will provide the central focii for the third major stage of the Inquiry - let's call it the "debate stage". This final stage will probably begin next October and may continue for six months.

#### Postscript

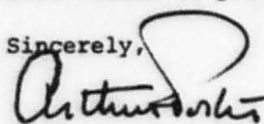
I apologize for the length of this letter. There has been quite a story to tell and my fellow Commissioners and I are anxious to bring you up to date and to explain our future plans. Hopefully, also, this letter will provide a preamble to the Commission's First Report which will probably be in your hands within five weeks.

A final thought for the day"; Hannes Alfven, whom I quoted earlier, goes on to say:

*"The only way to handle a question (i.e. the energy debate) of this importance is to weigh the various arguments against each other and decide for yourself which are correct and which are false."*

Best wishes to you all.

Sincerely,



Arthur Porter  
Chairman





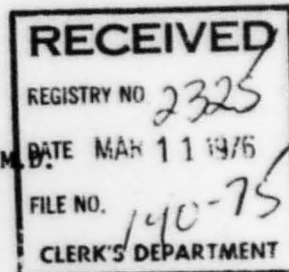
Transport Canada Transports Canada

I-5

Toronto (Malton) Implementation Team  
P. O. Box 6003  
Toronto AMF, Ontario  
LSP 1B5

8 March 1976

His Worship Mayor M. L. Dobkin, M.P.  
Office of the Mayor  
1 City Centre Drive  
Mississauga, Ontario  
LSB 1M2



Your file Votre référence

Our file Notre référence

5151-0157

Dear Mayor Dobkin:

In response to a request by letter dated 24 February 1976 from Mr. R. Stryland, P.Eng., of your Official Plan Task Force, it is my pleasure to provide you with a general outline of the current Toronto International Airport improvements programme.

This programme of facility modification and additions was approved by the Treasury Board in November 1974, and is the basic limited scale of improvements that was identified in 1969.

The original design year is 1978, but with the recent slowdown in traffic growth and the resultant adjusted forecasts, the capacity on completion of the programme now equates to 1980 demands with perhaps some problems existing at that time in Terminal I.

The programme, which now is in various stages of completion, is illustrated on Plan 4A attached and consists of the following:

A Airside Facilities

- (1) Extension of the Terminal II apron to accommodate additional aircraft gate facilities.
- (2) Extension of the cargo apron facilities to accommodate aircraft parking positions C4 to C6.

B Terminal Facilities

- (1) Terminal I - Internal modifications to accommodate changes in the relative volume of international traffic and numbers of wide bodied aircraft.
- (2) Terminal II, Stage 3 - Completion of this terminal including an extension of 750 ft. and modifications to the existing facilities.

TO BE RECEIVED.

...2

I-5~

C Surface Transportation Facilities

- (1) Improvements to the internal road system to provide direct access to Terminals I and II from the present Highways 427-401 airport express route, and from the proposed new Highway 409. Other adjustments to match up with changes to the Regional road network. A general upgrading of the internal road system is being provided so as to achieve a level of service "C" in the design year.
- (2) Provision of a parking structure at Terminal II to provide additional and improved parking facilities for the users of Terminal II, and to make room for an expansion of the aircraft apron.
- (3) Provision of a parking structure at the north of the Administration Building to provide additional parking for Terminals I and II.
- (4) Provision of employee parking facilities north of the cargo area to replace facilities lost at Terminal II and to provide for additional demands.

D Support Services

Improvements and changes to existing services to provide for load growths and to make way for road and parking structure facilities.

There are several additional projects at the Airport that are not illustrated on Plan 4A -

- (1) Provision of a new Air Traffic Control Centre with related services and access, which is to be located in the vicinity of the Control Tower.
- (2) Provision of improvements to services at the General Aviation Area near Derry Road.
- (3) Provision of a snow melt facility.

Also under review is the relocation of the transmitter facilities north of the airport which should free land on either side of the proposed Highway 409 for commercial or industrial use.

It is hoped that the above information will be of assistance to your Official Plan Task Force. Should you or any of your officials wish a further description of any of these improvement projects, this office will be pleased to provide additional assistance.

Yours sincerely,

K. N. Scott  
Project General Manager  
Toronto (Malton) Implementation Team

Attach.



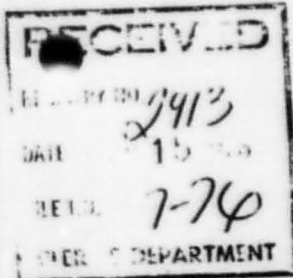
**TERMINAL AREA, 1978-80**  
TORONTO (MALTON) INTERNATIONAL AIRPORT

4A

I-5A

E.B.R.O. 341-2

I-6



ONTARIO ENERGY BOARD

IN THE MATTER OF The Ontario Energy  
Board Act, R.S.O. 1970, Chapter 312

AND IN THE MATTER OF an application  
by THE CONSUMERS' GAS COMPANY for  
Orders approving rates to be charged  
for the sale of gas

BEFORE I.C. MacNabb, Vice Chairman ) Monday, the 23rd day  
H.R. Chatterson, Member ) of February, 1976

O R D E R

WHEREAS The Consumers' Gas Company by application dated September 29, 1975, applied under Section 19 of The Ontario Energy Board Act for an order or orders approving or fixing just and reasonable rates and other charges for the sale of gas and the hearing of that application is now in progress;

AND WHEREAS by the said application the Applicant also requested an interim order under Section 15 (8) and Section 19 of the Act allowing it to recover increases in its cost of gas purchased from TransCanada Pipelines Limited, other increases in costs, and deferred taxes, and to enable it to earn a reasonable rate of return in its 1976 fiscal year;

TO BE RECEIVED. COPY HAS BEEN SENT  
TO THE CITY SOLICITOR.



I-ba

AND WHEREAS the Applicant made application on January 26, 1976, for an interim order under Section 15 (8) and Section 19 of the Ontario Energy Board Act approving an increase in rates and charges for the sale of natural gas;

AND WHEREAS the Board has now delivered Reasons for Decision in the said interim application;

NOW THEREFORE THIS BOARD DOTH ORDER THAT:

1. The Board dispenses with the determination of a rate base for The Consumers' Gas Company for purposes of this Order.
2. The rates of The Consumers' Gas Company attached hereto and forming part of this Order are hereby approved and shall apply to gas taken or considered to be taken on and after February 15, 1976, in accordance with the established method of prorating consumption.
3. The Consumers' Gas Company shall keep accurate accounts of all amounts collected pursuant to this interim Order, all of which amounts are subject to retroactive adjustment.
4. The form of Notice attached hereto and marked "Contract Customers" shall be delivered forthwith to the customers of Consumers' served under contract. The forms of notice marked "Provincial Gas Company", "Grimsby Gas" and "Consumers' Gas System" respectively shall be delivered with the first bill to customers in those areas at the rates referred to in paragraph 2 hereof.

I-6lv

5. The burden of proof that the rates referred to in paragraph 2 hereof are just and reasonable remains with the Applicant notwithstanding this Order.

ISSUED at Toronto this 27 day of February, 1976.

ONTARIO ENERGY BOARD

Ivy C. Fidler

Ivy C. Fidler  
Board Secretary



Ontario

Ontario Municipal Board

IN THE MATTER OF Section 42 of  
The Planning Act (R.S.O. 1970,  
c. 349) as amended,

- and -

IN THE MATTER OF an appeal by  
The Corporation of the City of  
Mississauga from a decision of  
the Regional Municipality of Peel  
Land Division Committee

APPOINTMENT FOR HEARING

144/14-m  
A 741320  
I-7

RECEIVED	
REGISTRY NO.	2201
DATE	MAR 9 1976
FILE NO.	66-76
CLERK'S DEPARTMENT	

The Corporation of the City of Mississauga having appealed from a decision of the Regional Municipality of Peel Land Division Committee dated the 25th day of July, 1974 whereby the Committee granted an application by The Incorporated Synod of the Diocese of Toronto for consent to the conveyance, mortgage or charge or to an agreement for the sale and purchase of a parcel of land having a frontage of 150.08 feet, an average depth of 250 feet, and an area of 7/8 of an acre (0.875), the lands in question being composed of Part of Lot 12, Concession 7, on the west side of Goreway Drive, in the City of Mississauga;

THE ONTARIO MUNICIPAL BOARD hereby appoints Thursday, the 29th day of April, 1976, at the hour of ten o'clock (local time) in the forenoon at the Bramalea Civic Centre, at Bramalea, for the hearing of all persons who desire to be heard in support of or in opposition to the appeal.

If you do not attend and are not represented at this hearing, the Board may proceed in your absence and you will not be entitled to any further notice of the proceedings.

In the event the decision is reserved persons taking part in the hearing may request a copy of the decision from the presiding Board Member. Such decision will be mailed to you when available.

DATED at Toronto this 4th day of March, 1976.

TO BE RECEIVED. COPY HAS BEEN SENT  
TO B. CLARK, R. LATHAN, R. EDMUNDS  
AND MAYOR DOBKIN.

SECRETARY

RECEIVED	
MAR 5 1976	
LAND DIVISION COMMITTEE	
REGIONAL MUNICIPALITY OF PEEL	

I-8

**The Regional Municipality of Peel**

March 4, 1976

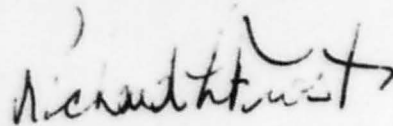
Mr. T. L. Julian  
Clerk  
City of Mississauga  
One City Centre Drive  
Mississauga, Ontario  
L5B 1M2

<b>RECEIVED</b>
REGISTRY NO. 2108
DATE MAR 4 1976
FILE NO. 35-76
CLERK'S DEPARTMENT

Dear Sir:

Subject: 1976 Interim Capital Expenditure Quota

Please find attached a copy of a letter dated February 27, 1976, from the Ontario Municipal Board advising of the 1976 Interim Capital Expenditure Quotas for Peel Region.



Richard L. Frost, M.A.  
Regional Clerk

RLF:ls

att.

cc: D. Peper, Commissioner of Finance

TO BE RECEIVED. COPY HAS BEEN  
SENT TO D. OGILVIE.





I-8a

Ontario  
Municipal  
Board

416/965-1912

123 Edward Street  
Toronto Ontario  
M5G 1E5

Quote File Number

CONTROL

February 27, 1976

Mr. Dirk Peper,  
Treasurer and Commissioner of Finance,

-and-

→ Mr. Richard L. Frost,  
Clerk,  
Regional Municipality of Peel,  
150 Central Park Drive,  
BRAMALEA, Ontario  
L6T 2V1

Dear Sirs:

Re: Capital Expenditure Quota-1976  
Regional Municipality of Peel  
and area municipalities

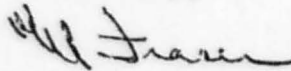
This is further to your letter of February 20, 1976  
with respect to a 1976 interim capital expenditure quota  
for the Region and area municipalities.

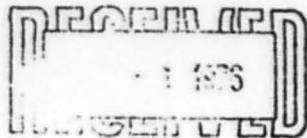
Please be advised that the Board has established  
1976 interim quotas as follows:

Regional Municipality	\$10,000,000
Mississauga	NIL at this time
Brampton	2,000,000
Caledon	31,000

Would you please convey the above information to  
the area municipalities involved.

Yours truly,

  
(Mrs.) M. Fraser  
Supervisor  
Capital Expenditure



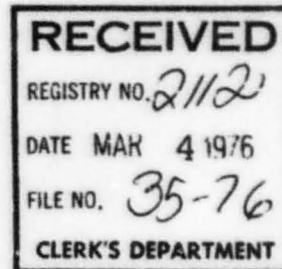
MF:gs

I-9

## The Regional Municipality of Peel

March 4, 1976.

Mr. T. L. Julian,  
Clerk,  
City of Mississauga,  
1 City Centre Drive,  
MISSISSAUGA, Ontario.



Dear Sir,

Subject: Credit Valley Conservation Authority  
1975 Financial Statements

Please find enclosed a copy of the Financial Statements of the Credit Valley Conservation Authority for the year 1975.

A copy of the Authority's 1976 Levy in a total amount of \$470,850.79 is also enclosed and you will note that the portion chargeable to the Regional Municipality of Peel is \$413,692.94 which is based on the equalized assessment of that part of the Area Municipalities in the Credit River Watershed, as follows:

	ASSESSMENT	LEVY
City of Brampton	396,688,000	\$ 68,722.74
Town of Caledon	106,971,000	18,531.80
City of Mississauga	1,884,299,000	326,438.40
Total	2,387,958,000	\$ 413,692.94

If you have any questions with respect to this information, kindly be in contact with Mrs. D. Kelly, Secretary-Treasurer, Credit Valley Conservation Authority.

*Richard L. Frost*

Richard L. Frost, M.A.,  
Regional Clerk.

c.c. - Mr. D. Peper,  
Commissioner of Finance.

RLF:ag

✓ TO BE RECEIVED. COPY HAS BEEN  
SENT TO D. OGILVIE. COPY OF  
FINANCIAL STATEMENTS AVAILABLE  
IN CLERK'S FILES.

## 1976 MUNICIPAL LEVY

February 25, 1976

MUNICIPALITY	EQUALIZED ASSESSMENT IN WATERSHED x 1000	LEVY		
		ADMINISTRATION	CAPITAL	TOTAL
<u>DUFFERIN COUNTY</u>				
ORANGEVILLE TOWN	106,136	\$ 6,638.65	\$ 11,748.49	\$ 18,387.14
AMARANTH TOWNSHIP	614	38.40	67.97	106.37
EAST GARAFRAXA TOWNSHIP	3,345	209.23	370.26	579.49
MONO TOWNSHIP	5,294	331.13	586.01	917.14
<u>REGIONAL MUNICIPALITY OF HALTON</u>				
HALTON HILLS TOWN	145,403	9,094.74	16,095.06	25,189.80
OAKVILLE TOWN	23,805	1,488.97	2,635.04	4,124.01
<u>REGIONAL MUNICIPALITY OF PEEL</u>				
BRAMPTON CITY	396,688	24,812.24	43,910.50	68,722.74
MISSISSAUGA CITY	1,884,299	117,860.08	208,578.32	326,438.40
CALEDON TOWN	106,971	6,690.88	11,840.92	18,531.80
<u>WELLINGTON COUNTY</u>				
ERIN VILLAGE	13,077	817.94	1,447.54	2,265.48
ERIN TOWNSHIP	32,258	2,017.69	3,570.73	5,588.42
TOTAL	2,717,890	\$169,999.95	\$300,850.84	\$470,850.79

NOTE: 1. Equalized assessment figures are supplied by the Ministry of Treasury, Economics and Intergovernmental Affairs.  
 2. The 1976 municipal levy is \$92,475. less than 1975 (16.42%).

I-9a

I-10

## **The Regional Municipality of Peel**

March 8, 1976



Mr. T. L. Julian  
Clerk  
City of Mississauga  
One City Centre Drive  
Mississauga, Ontario  
L5B 1M2

Dear Sir:

Subject: Region of Peel Position on Dufferin  
County Restructuring Study  
Our Reference P-80-76

At its meeting of March 4, 1976, the Regional Planning Committee considered a report of the Commissioner of Planning which dealt with the above captioned.

Please find a copy of this report enclosed for your information.

Council, on March 4, 1976, approved the following recommendation:

"That the annexation of any of the Town of Caledon to the County of Dufferin not be supported;

And further, that Commissioner Hardy be requested to examine the alternative of the Town of Orangeville and its environs becoming part of the Town of Caledon;

And further, that the report of the Commissioner of Planning dated February 24, 1976, be submitted to Commissioner Hardy as the position of the Region of Peel;

.....2

TO BE RECEIVED.



Region of Peel

- 2 -

I-10a

And further, that the aforementioned report be forwarded to the Town of Caledon, the City of Brampton and the City of Mississauga for their information."

*Richard L. Frost*

Richard L. Frost, M.A.  
Regional Clerk

...*LEB*.../ls  
LEB

enc.

cc: P. E. Allen, Commissioner of Planning

I-106  
3

THE REGIONAL MUNICIPALITY OF PEEL  
PLANNING DEPARTMENT

The Chairman and Members  
of the Planning Committee.

February 24, 1976.

SUBJECT: County of Dufferin Restructuring Study

ORIGIN: Regional Council on January 22, 1976, directed Planning staff to prepare a Report commenting on the interim reports and public discussions of Mr. Eric Hardy on Dufferin County as they relate to the Town of Caledon (Recommendation P-26-76).

BACKGROUND: In December 1974, the County of Dufferin made an agreement with the Provincial Government to engage the services of Mr. Eric Hardy as Commissioner to carry out a restructuring study of the County of Dufferin. (See Map 1) To this date, the following three Reports have been published to encourage civic and public involvement in the Study:

- 1) The Reason Why - April 7, 1975;
- 2) Background Information - November 17, 1975; and
- 3) Changes to Consider - December 8, 1975.

The latest Report, "Changes to Consider" identifies twelve critical issues in question form. The purpose of the Report is to consider possible ways in which Dufferin's municipal structure might be changed to improve and strengthen the delivery of local government services. The study suggests that one way of achieving this, is through the expansion of the County ie. annexation of parts of the Town of Caledon. This is the major issue of the Report as it effects the Region of Peel and it will be discussed in more detail under Comments.

The Region of Peel has been invited to submit comments to the Study before March 10, 1976 for consideration at public hearings in Shelburne on March 15th and in Orangeville on March 16th and 17th. It is the recommendation of Regional staff that this Report form the basis of the Region of Peel's response at these hearings.

Commissioner Hardy will be submitting his completed report and recommendations to the County and the Province by the end of May, 1976.

COMMENTS:

Regional Planning staff have examined the Report, "Changes to Consider", as the basis for the following comments. It must be remembered that the Study, at this stage, is not recommending future policies, but rather is examining and discussing issues. The following is a list of the major issues presented in question form.

"Does Dufferin need two levels of government?

Would it help to make the County larger?

- New Services
- Boundary Problems

Is expansion of the County a practical possibility?

Are nine local municipalities necessary?

What provision should be made for urban growth?

What are the merits of entrusting some services to special bodies?

What are the effects of conditional grants on municipal service responsibilities?

Can the municipal councils in Dufferin be made more effective governing bodies?

Is there a need for changes in the administrative organization of the municipalities?

Should the County take over some service responsibilities from the Province?

- Assessment
- Debt Control
- Policing
- Parks
- Planning
- Health Services Planning
- Other Services

Should some transfers of responsibilities be made between the County and the local municipalities?

What financial consequences will restructuring bring?"

Several options are informally considered and they all involve the County of Dufferin annexing portions of the Town of Caledon. The possible boundary

3-3 I-10a

changes are listed as follows:

- i) annexing all of the Town of Caledon except Ward 4, Bolton.
- ii) annexing all of the lands north of the Niagara Escarpment.
- iii) annexing all of the lands north of Lots 19-20 including Mono Mills.
- iv) annexing land immediately to the south of Orangeville.

(See Map 2)

The rationale given for possible annexation of portions of the Town of Caledon is a quoted from the Report.

- "i) One-quarter of the area of the Town of Caledon is served by the Orangeville District Secondary School.
- ii) Fire protection services are carried across the line in a number of places under inter-municipal fire protection agreements.
- iii) In the Orangeville area in particular, much evidence exists of community interest with the portion of the Town of Caledon on the top of the Escarpment.
- iv) Mono Mills in Peel is a rapidly-growing urban settlement at the southeast corner of Dufferin having strong ties with the County and some spillover within its boundaries.
- v) Since the Regional Municipality of Peel began operations, questions have arisen with respect to the Town of Caledon's position in the Region. Is there instability in the arrangements that have been made for representation and financial participation by Caledon in the Peel Region? Would a significant proportion of Caledon's population prefer to throw in their lot with Dufferin rather than Peel?"

It is true that the northern part of Caledon is oriented towards Orangeville for various services. In reverse, and to a lesser extent, some portions of Dufferin have ties to Mono Mills in Caledon (see iv above). If the issue of establishing municipal boundaries is mainly one of "orientation", then that portion of Dufferin oriented to Mono Mills, should become part of Caledon.

In the most recent report "Changes to Consider", four possible boundary changes are listed involving annexing various portions of Caledon. Other alternatives which are being examined, involve annexing various portions of the other surrounding counties. The Study seems to have always been directed towards examining an enlarged Dufferin. It would seem appropriate, at least for the completeness of the Study, to examine a reduced sized Dufferin.

The point is made that there is a community tie between Orangeville and northern Caledon. However, it should be noted that Orangeville has a strong tie to the south-Brampton, Mississauga and Metropolitan Toronto for employment and higher level services. Recognizing both factors, it is suggested that Commissioner Hardy examine the feasibility of Orangeville and its environs becoming part of Caledon.

Regional Planning staff as part of the Regional Plan studies, have been able to examine many of the mutual problems that confront the three Area Municipalities. Issues such as transportation systems, environmentally sensitive areas, population growth and economic growth have been studied from a Local and Regional perspective. Such studies indicate the positive relationships that exist between the Town of Caledon and the southerly Area Municipalities and the Region as a whole.

Another important factor to consider which applies to all of the Regions which front onto Lake Ontario, other than Metro, is that to remove the non urban area of Peel from the Region could set a precedent for the other Regions. One of the theories behind the establishment of Regional Governments was to establish larger and more rational planning areas and the specific areas were established after extensive study and discussion.

Caledon Council at its meeting of January 19th, 1976, recommended that the Town oppose any annexation of Caledon to the County of Dufferin.



3-5 I-10f

RECOMMENDATIONS:

It is recommended:

- 1) That Council not support the annexation of any of the Town of Caledon to the County of Dufferin;
- 2) That Commissioner Hardy be requested to examine the alternative of the Town of Orangeville and its environs becoming part of the Town of Caledon; <sup>(R)</sup>
- 3) That this Report be submitted to Commissioner Hardy as the position of the Region of Peel; and
- 4) That this Report be forwarded to the Town of Caledon, the City of Brampton and the City of Mississauga for their information.

DAB/RMM/vn

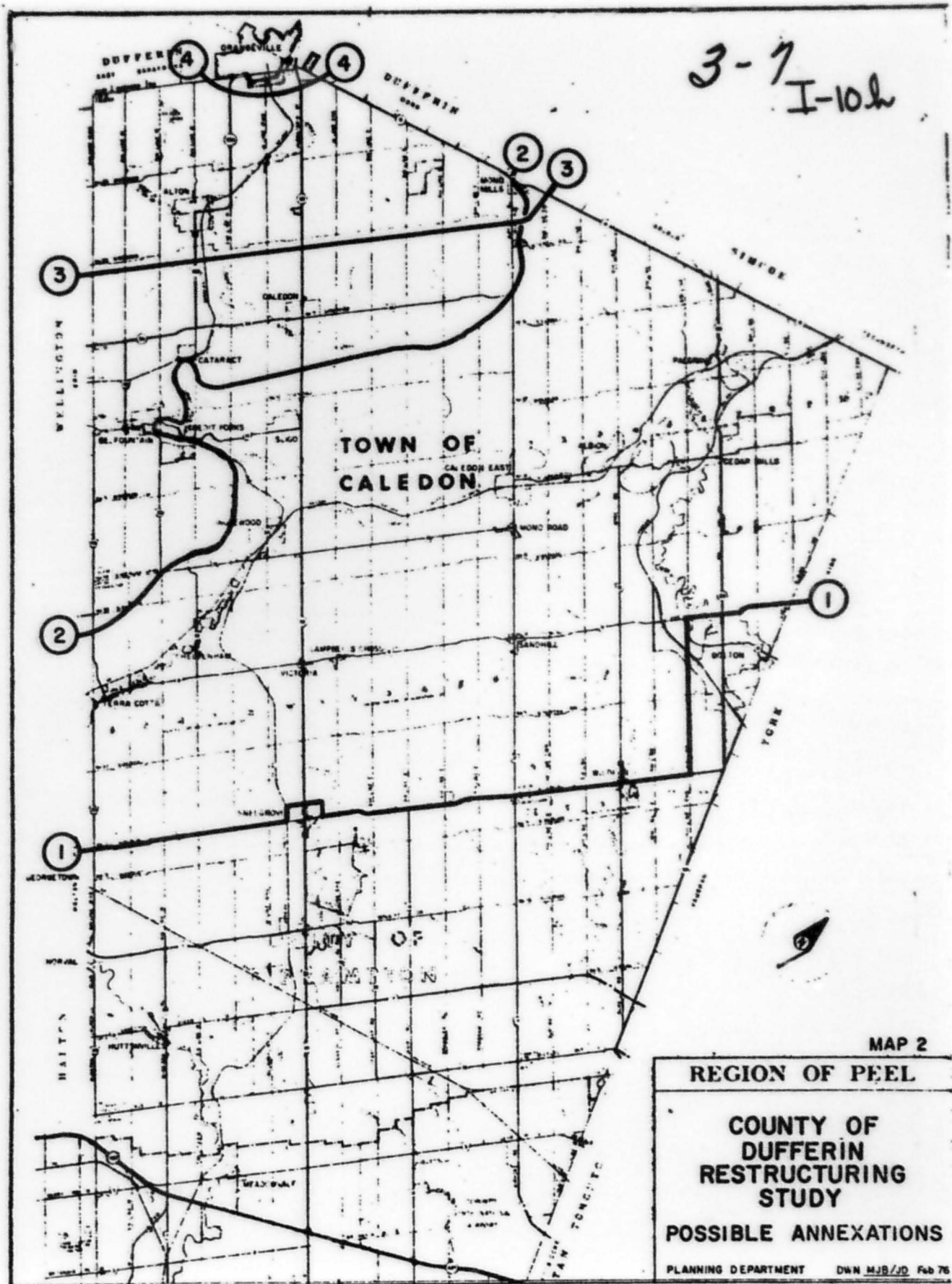
*Peter E. Allen*  
Peter E. Allen,  
Commissioner of Planning.

① OR, ALTERNATIVELY A FOURTH AREA MUNICIPALITY WITHIN THE REGION OF PEEL.

*Chris Ford*  
Chris



## COUNTY OF DUFFERIN RESTRUCTURING STUDY

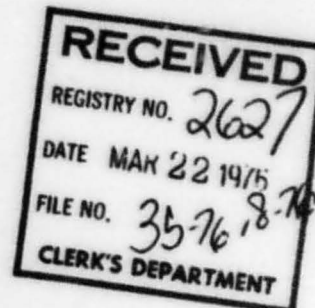


I-11

## The Regional Municipality of Peel

March 19, 1976

Mr. T. L. Julian  
Clerk  
City of Mississauga  
One City Centre Drive  
Mississauga, Ontario  
L5B 1M2



Dear Sir:

Subject: Amendment to Region of Peel By-law 243-75  
Being a By-law to Establish a Policy With  
Respect to Road Widths and Setbacks From  
Regional Roads

Further to my letter of March 12, 1976, enclosing a copy of Regional By-law 243-75, please be advised of the following resolution passed by Council at their meeting of March 18, 1976:

"That By-law Number 243-75, being a By-law to establish a policy with respect to road widths and setbacks from Regional Roads, be amended by adding Clause 8 to read as follows:

"The provisions of this by-law become effective on the day the By-law is approved by the Ontario Municipal Board."

And further, that prior to the approval of this By-law by the O.M.B., the Area Municipalities be requested to use the provisions as a guideline."

Richard L. Frost, M.A.  
Regional Clerk

...ls  
LEB

TO BE RECEIVED. COPY HAS BEEN  
SENT TO R. EDMUNDS AND W. TAYLOR.

: Planning  
e of Adjustment  
nt, Mississauga

.RIO L6T 2V1 - 416 - 457 - 9400



## CREDIT VALLEY CONSERVATION AUTHORITY

MEADOWVALE, ONTARIO L0J 1K0

Telephone 451-1615

WHEN REPLYING KINDLY QUOTE  
THIS FILE NUMBER

I-12

March 12, 1976

The Regional Municipality of Peel  
150 Central Park Drive  
Bramalea, Ontario  
L6T 2V1

Attention: Mr. Richard L. Frost  
Regional Clerk

<b>RECEIVED</b>	
REGISTRY NO.	2389
DATE	MAR 15 1976
FILE NO.	54-76
CLERK'S DEPARTMENT	

Dear Sir:

On February 10, 1976 we forwarded a copy of the Credit Valley Conservation Authority preliminary budget which had not been approved by the Authority.

Attached is the revised summary sheet for replacement. The budget has been approved by the Authority and the only changes appear on the summary.

Yours very truly,

*D. Kelly*

(Mrs.) D. Kelly  
Secretary-Treasurer

DK/gc  
Att.

cc: ✓ City of Mississauga  
(w/att.)

✓ TO BE RECEIVED. COPY HAS BEEN SENT  
TO D. OGILVIE AND W. TAYLOR



Summary of Budget approved for 1976  
by the Authority at its Annual  
General Meeting.

Ministry of Natural Resources  
Conservation Authorities Branch

CREDIT VALLEY

CONSERVATION AUTHORITY

PROGRAM	TOTAL BUDGETED EXPENDITURE IN 1976 (A)	GRANTS REQUIRED				AUTHORITY'S SHARE (A) - (B)	FUNDING OF AUTHORITY'S SHARE	
		\$	REGULAR	SUPPLEMENTARY at 5 %	TOTAL (B)			
ADMINISTRATION	357,000	50	170,000	\$ 17,000	187,000	170,000	Anticipated surplus from 1975	75,000
DAM MAINTENANCE	9,600	75	7,200	NIL	7,200	2,400		
CONSERVATION AREAS - ACQ. & DEV.	354,896	50	177,448	\$ 17,744	195,192	159,704	Revenue:	
NIAGARA ESCARPMENT LAND - ACQ.	-	75	-	NIL	-	-	Cons. Areas.	50,000
LAKE ONTARIO WATERFRONT	932,000	50	466,000	\$ 46,600	512,600	419,400		
WATER CONTROL - Prel. Engineering	147,980	75	110,985	NIL	110,985	36,995		
- Land acquisition, const.	796,786	50	398,393	\$ 39,839	438,232	358,554		
- Dam constr. (after first \$30,000 on each project)	-	100	-	NIL	-	-		
CONSERVATION SERVICES AND SUNDRY CAPITAL	28,400	50	14,200	\$ 1,420	15,620	12,780	Sundry:	10,000
<b>SUB-TOTALS</b>	<b>2,626,662</b>		<b>1,344,226</b>	<b>122,603</b>	<b>1,466,829</b>	<b>1,159,833</b>	<b>SUB-TOTAL</b>	<b>145,000</b>
(a) Estimated gross expenditure eligible for grant through other Departments (Specify)	NIL		NIL	NIL	NIL	NIL	Levy required to raise balance of Authority's share	ADMIN. 170,000 CAP. 300,851
(b) Estimated expenditures not eligible for grant:							(a) Amount actually levied.	70,851
Conservation Area maintenance	140,000		NIL	NIL	NIL	140,000	(b) Deferred levies.	733,932
Vehicle/equipment acquisition/maintenance deficit	50,000		NIL	NIL	NIL	50,000	(c) Donations to be used to decrease current levy.	-
(c) Estimated principal and interest on repayable grants due to be repaid in 1976	NIL		NIL	NIL	NIL	NIL		
(d) Anticipated deficit for 1975	NIL		NIL	NIL	NIL	NIL		
<b>COLUMN TOTALS</b>	<b>2,816,662</b>	<b>X</b>	<b>1,344,226</b>	<b>122,603</b>	<b>1,466,829</b>	<b>1,349,833</b>		<b>1,349,833</b>

Note: Use the levy required and the current  
sliding scale data sheet to determine  
the rate of supplementary grant.

TOTALS MUST AGREE

Secretary-Treasurer

Date February 25, 19 76

I-12a



## CREDIT VALLEY CONSERVATION AUTHORITY

MEADOWVALE, ONTARIO L0J 1K0

Telephone 451-1615

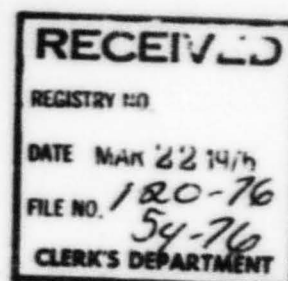
WHEN REPLYING KINDLY QUOTE  
THIS FILE NUMBER

I-13

March 19, 1976

City of Mississauga  
1 City Centre Drive  
Mississauga, Ontario  
L5B 1M2

Attention: Municipal Clerk



Dear Sir:

Re: Fee for Processing Subdivision Plans and Applications

The following resolution was adopted by the Executive Committee of this Authority on February 19, 1976 and ratified by the Authority at its annual meeting held on February 25, 1976:

*"In light of fiscal constraints and reduction of grants by the Province to Conservation Authorities, WHEREAS a user pay policy is being promoted by the Provincial Government;*

*THEREFORE, BE IT RESOLVED that the Provincial Government be requested to amend the Conservation Authorities Act to allow Conservation Authorities to charge a fee for processing subdivision plans and applications under the Fill, Construction and Alteration to Watercourse regulations and fees for inspection of all projects for which approval or permits are issued.*

*That this resolution be sent to all municipalities in the Credit Valley Watershed requesting them to endorse the resolution and to advise the Province and the Association of Municipalities of Ontario. That a copy of this resolution be sent to all M.P.P.s in the Credit Valley Watershed."*

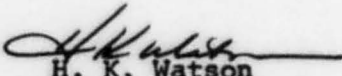
TO BE RECEIVED.  
RESOLUTION AVAILABLE.

....continued

I-13a

Please place this matter before your Council for endorsement and recommendation to the Province and the Association of Municipalities of Ontario.

Yours very truly,

  
H. K. Watson  
General Manager

HKW/gc

I-14

FEDERATION  
CANADIAN FEDERATION

600-220 LAURIER WEST, OTTAWA, ONTARIO K1P 5E6 TEL: (613) 593-4451

RECEIVED

REGISTRY NO.

DATE MAR 12 1978

FILE NO.

CLERK'S DEPARTMENT

TO: MEMBER MUNICIPALITIES

FROM: President

I am pleased to announce a research support program for municipally-based operational, problem-solving research. The program is aimed at helping Canadian municipalities to implement research in areas where progressive and positive results will contribute new knowledge and information to municipalities across Canada.

This new service is made possible through a grant received from the Ministry of State for Urban Affairs. The granting process will be directed by a Management Committee appointed by the CFM. The Committee is made up of the following persons:

Mrs. Connie Glube, Manager, City of Halifax  
Mr. Jacques Perreault, Manager, City of Quebec  
Mr. Jim Perkins, Finance Commissioner, Regional Municipality of Ottawa-Carleton  
Mr. Allan O'Brien, Professor of Political Science, University of Western Ontario  
Mr. Bert Wellman, Director of Planning and Development, City of Saskatoon  
Mayor Muni Evers, City of New Westminster

Municipalities who receive support for their projects will be expected to contribute at least 15% of the total cost of the study. Topics to be given priority for the funding include:

- Transportation planning
- Housing needs and new solutions
- Social services planning
- Decision-making process
- Control of growth density
- Cost-sharing programs
- Administrative experiments
- Council/staff relations
- Continuing education of officials.

Research proposals and inquiries should be addressed to Miss Anna Maria Magnifico, Research Officer in our Ottawa Office, who is responsible for administering the program.

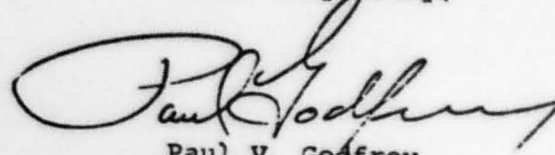
✓ TO BE RECEIVED. COPY HAS BEEN SENT  
TO THE CITY MANAGER.

-2-

I-14a

I invite your response to what CFMM considers will be a most meaningful program for its members.

Yours very truly,



Paul V. Godfrey  
President



I-15

FEDERATION CANADIENNE DES MAIRES ET DES MUNICIPALITES  
CANADIAN FEDERATION OF MAYORS AND MUNICIPALITIES

600-220 LAURIER WEST, OTTAWA, ONTARIO K1P 5J8 (613) 971-5371, TELEFAX 971-4451

TO: Member Municipalities      DATE: March 1, 1976  
FROM: Executive Director      SUBJECT: 1976 Annual Conference:  
Request for Resolutions

The purpose of this memo is to invite the submissions of proposed resolutions from you, for consideration at the 1976 Conference. The Conference will be held in Vancouver, at the Hotel Vancouver, from June 15, to June 18, 1976.

The CFMM resolutions process has been criticized in past years for generating resolutions which are too general and which provide little or no policy direction to the Federation. This year, the Executive has approved a new procedure for the handling of resolutions. Four policy areas were selected, around which workshops will be structured. These are: Housing and Land Use; Transportation; Recreation and Leisure; and Problems of Small and Rural Municipalities.

Attached, you will find a "Statement of Issues", prepared by each Workshop Panel. Any resolutions dealing with these issues, which your municipality may wish to adopt, should be forwarded to the CFMM national office by April 2, 1976.

In April, the Panels will meet and consolidate the resolutions received into a limited number of substantive policy resolutions. These will be circulated to the membership, one month prior to the Conference opening.

Your municipality may wish to have resolutions discussed which fall outside these four areas. They may be submitted and will be considered by the Resolutions Committee. The deadline for receipt of these resolutions is April 2, 1976.

*Guy Levesque*  
Guy Levesque  
Executive Director

RECEIVED	
REGISTRY NO.	2159
DATE	MAR 8 1976
FILE NO.	32-76
CLERK'S DEPARTMENT	

TO BE RECEIVED. YOUR ATTENTION IS DRAWN  
TO THE FINAL PARAGRAPH WHICH ADVISES THAT  
THE DEADLINE FOR RECEIPT OF RESOLUTIONS TO  
THE C.F.M.M. CONFERENCE IS APRIL 2, 1976.

HOUSING AND LAND USEPANEL

Chairman: Mayor Gary Wheeler, Moncton

Panelists: Mr. Michael Dennis, Comm. of Housing, City of Toronto

Mr. Bert Wellman, Director of Planning and Development,  
City of Saskatoon

Secretary: Mr. Don Bayer, Director of Planning and Development,  
City of Dartmouth

ISSUE

The traditional role of housing in municipalities, regardless of size, has been primarily that of a regulatory body concerned with by-laws related to building lots, etc. In recent years, however, as pressures for additional housing are getting increasingly larger, cities are seeking to play a more "active" role in the actual planning, development, and delivery of housing. More and more, cities, of varying sizes, are developing a housing capability, either as a separate department, or as part of their planning and development department.

The Panel requests that municipalities, in submitting their resolutions, attempt to define some of the barriers they may have experienced in attempting to play a more active role in the provision of housing with respect to some, or all of the following parts of the National Housing Act:

- a) Neighbourhood improvement and housing rehabilitation;
- b) Land Assembly;
- c) Non-profit housing;
- d) Public housing;
- e) Part V, Research Funding.

LEISURE TIME ACTIVITIES: RECREATION AND CULTURE

PANEL

I-15h

Chairman: Mayor Guy Descary, City of Lachine

Panelists: Mr. Harry Boothman, Superintendent, Parks and Recreation,  
City of Calgary

Mr. Leonard Stone, Managing Director, Winnipeg Symphony  
Orchestra

Secretary: Mr. Michel Byette, Director of Recreation, City of Lachine

ISSUE

The increasing concern for quality-of-life issues, coupled with emerging trends for a shorter work week, have resulted in leisure services becoming one of the fastest growing responsibilities of government, particularly at the local level.

A. Recreation

The role of Local government versus that of the Federal Government and the Provinces is seen as the key issue in recreation. Federal involvement is perceived to be mainly for highly competitive athletic facilities aimed directly at users through bodies such as Recreation Canada and Sports Canada. Similarly, provincial spending in recreation has been primarily directed at high profile activities, mostly in the form of capital grants for sports facilities and support for provincial sports governing bodies. Local government involvement has tended to be limited to the operation of recreation services.

Two policy questions are raised by the panel:

1. Which level of government has the prime responsibility for planning and developing programs and services to meet the recreation needs of people living in organized communities? More particularly,

a) What is the role of municipal recreation and how does it relate to other levels of government, private agencies, community groups and commercial recreation?

b) What is the role of municipal recreation with respect to highly competitive athletic activities versus mass participation low competitive activities.

2. To what extent should recreation programs, services and facilities be self-supporting? Should the users pay for ALL of the operating cost of facilities?

B. Culture

Cultural activities have grown faster than any other segment of our society, in the last decade or so. Generally, their development has been generously aided by both federal and provincial governments. Municipal governments now see a need and a responsibility for increased involvement at the local level.

Two policy questions are raised by the Panel:

1. Who will establish priorities in organized communities? How will the inevitable growth be planned? How will programs be administered?

2. How can adequate financing be provided? Should a portion of the municipal tax base be devoted to these purposes? To what extent should major spectator "showplace" cultural facilities be self-supporting?

11

I-15c

PROBLEMS OF SMALL CITIES AND RURAL MUNICIPALITIES

PANEL

Chairman: Mayor Dan Munroe, Glace Bay, N.S.

Panelists: Reeve Harold Swierenga, Association of Counties and  
Regions of Ontario

Reeve George Whitehead, Alberta Association of Municipal  
Districts and Counties

Secretary: Sandra Allen, Provincial-Municipal Council, N.B.

ISSUE

The major issues affecting small municipalities in Canada  
were identified as:

- 1) rail line abandonment (in the Prairies);
- 2) unemployment (especially in the Atlantic region);
- 3) housing shortages;
- 4) need for infrastructure;
- 5) need for an adequate tax base in order to provide for  
community needs, e.g., environmental protection and  
recreation facilities. DPPE policy is related to this  
issue;
- 6) conflict between need for housing on the one hand and  
community planning on the other. Bureaucratic blockages  
were considered a major factor here;
- 7) use of property tax to pay for costs of education.  
Given its limited revenue potential, property tax should  
be used only for provision of local services;
- 8) urban sprawl and loss of farmland;
- 9) urban growth and the disappearance of small communities.

The Committee agreed that, for the purpose of this workshop,  
a small city or a rural community would be defined as one with a  
population of under 40,000.

I-15a

URBAN TRANSPORTATION

PANEL

Chairman: Mayor Terry Cavanagh, City of Edmonton

Panelists: Jean-Jacques Lemieux, Chairman & General Manager,  
South Shore Transit Authority, Montreal

Michael Warren, General Manager, Toronto Transit  
Commission

Secretary: Bob David, Manager of Transportation, City of Edmonton

ISSUE

The panel suggests the following areas for discussion:

- 1) Planning--The division of planning responsibilities within and among governments;
- 2) Social Implications--Should cities be providing transit service as a social service;
- 3) Finance--What portion of the costs of public transit and roads should various levels of government bear;
- 4) Government Organization--Where are our cities going, what do we want?  
--Do we need a practical Federal Transportation Policy?

Resolutions should concentrate on such facets of transportation as:

Roads--provisions for automobiles in the future  
--truck routes

Public Transit--buses  
--mass transit  
--interface of systems

Parking--restriction  
--impact on modal split

Others--pedestrians  
--bicycles  
--airports  
--harbours  
--etc.



Region of Peel

Councillor David Culham,  
Mississauga City Centre,  
1 City Centre Drive,  
Mississauga, Ontario.

Dear David:

I agreed to get relative assessment/tax values for comparisons between Brampton and Mississauga. Assuming a 30,000 square foot building on 2 acres of land.

ASSESSMENT

	<u>LAND</u>	<u>BLDG.</u>	<u>TOTAL</u>	<u>1975 MILL RATE</u>	<u>1975 REALTY TAX</u>	<u>1975 REALTY TAX PER SQ. FT.</u>
Msgr.	50,000	270,000	320,000	26.47	\$8,470	.283
Bramp.	30,000	270,000	300,000	29.10	\$8,730	.291

Please understand that this is theoretical. There are no absolutely identical land/building combinations in the two municipalities to prove it by. I developed the above with the help of the Assessment Office.

Even though the Sagitta tabulation you gave me (copy attached) shows the assessed value at 350,000, we stick to 320,000 for Mississauga and 300,000 for Brampton. But they could have assumed a better building than our "typical."

Yours truly,

WJM/lgo

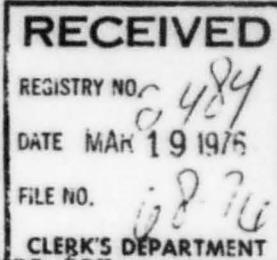
*Bill*  
William J. Mosley,  
Industrial Development Officer.

Encls. (1)

TO BE RECEIVED. PLACED ON THE AGENDA  
AT THE REQUEST OF COUNCILLOR CULHAM.

I-16  
The Regional Municipality of Peel  
150 CENTRAL PARK DRIVE  
BRAMALEA, ONTARIO L6T 2V1  
TELEPHONE (416) 457-9400

March 17, 1976.



I-16a

COMPARISON OF 1975 TAXES  
FOR VARIOUS MUNICIPALITIES

<u>MUNICIPALITY</u>	<u>MILL RATE</u>	<u>ASSESSED VALUE</u>	<u>% OF ACTUAL</u>	<u>REALTY TAX RATE PER SQ. FT.</u>	<u>REALTY TAXES</u>	<u>BUSINESS TAXES *</u>	<u>TOTAL</u>
Bolton	27.16	\$ 350,000	73	.317	\$ 9,506	\$ 4,753	\$ 14,259
Bramalea	29.10	340,000	65	.33	9,894	4,947	14,841
Burlington	106.51	135,000	27	.479	14,379	7,189	21,568
Etobicoke	135.15	125,000	22	.55	16,500	8,250	24,750
Markham	31.151	270,000	48	.282	8,465	4,232	12,697
Milton	107.47	120,000	24	.425	12,756	6,378	19,134
Mississauga	26.47	350,000	63	.298 -.34	9,264	4,632	13,896
North York	126.25	160,000	27	.673	20,200	10,100	30,300
Oakville	94.92	106,000	22	.335	10,040	5,020	15,060
Scarborough	137.45	155,000	28	.70	21,000	10,500	31,500

\*\* The above tax calculations are for a 30,000 sq. ft. building at the local 1975 mill rates and are based on a value of \$400,000 for the building with a 2 acre parcel of land.

\* Based on 50% of Realty Taxes

Wilson

Sponsored by:  
Canadian Veterinary Medical Association  
Canadian Federation of Humane Societies

Organized and funded by:  
Dr. Ballard's Pet Foods

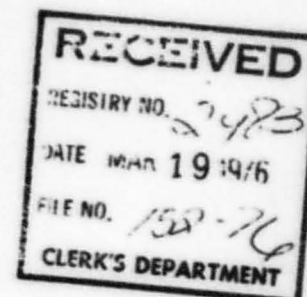
## AN EMERGING MUNICIPAL ISSUE

June 23, 24, & 25, 1976  
Toronto

March 17th, 1976

Councillor David J. Culham,  
City of Mississauga,  
1 City Centre Drive,  
Mississauga, Ontario

*Letter to  
Mrs. Spence*



Dear Mr. Culham:

Municipal budgets are tighter than ever. Everyone is searching for ways to cut costs, without cutting services.

Nevertheless, fed-up citizens more than ever are calling their mayors and reeves to complain about nuisance problems caused by pet animals - feces and urine killing grass and treasured plants; garbage being ravaged, not to mention barks and bites. So it is perhaps appropriate that municipal officials from across Canada will gather in Toronto this June with experts to discuss what to do about one of the most unnecessary drains on the budget . . . the swelling numbers of unwanted pets in our communities.

The high cost to municipalities of unwanted pets, produced by irresponsible pet ownership, goes beyond the obvious collecting and putting down of dogs and cats. The "cost" to society includes fouled parks and sidewalks, dog bites, rabies hysteria, adoption centres, noise pollution, car accidents caused by roving pets, the killing of valuable livestock, and much more.

In spite of the problems created by irresponsible pet owners, there is a demonstrable need for pets by most people. As companions to the young and old, in particular.

TO BE RECEIVED. PLACED ON THE AGENDA  
AT THE REQUEST OF COUNCILLOR CULHAM.

950 Yonge Street Toronto  
Ontario Canada M4W 2J4  
(416) 961-3333

. . . more

I-17a

2.

What the "Canadian Symposium on Pets & Society" will be concerned with in June, though, is how to come to terms with these pet-related social realities in Canadian municipalities . . . both urban and rural.

Many questions will be raised . . . and, hopefully, many possible solutions. Only 300 municipal officials, along with provincial delegates, veterinarians, humane societies and interested citizens will be able to take part in the Symposium.

They will participate in discussion of the key issues, as well as offering their opinions in finding possible answers to problems that initially will be examined and discussed by more than 22 highly knowledgeable speakers from across North America. The theme of the Symposium will be "Pets & Society -- an emerging municipal issue".

In order to find solutions, it is mandatory that we have representative involvement from municipal governments all across Canada.

As a concerned person involved with these emerging municipal issues, you have been chosen to be asked to represent your constituency or community in this national forum.

We have enclosed a detailed kit describing the Symposium, <sup>and this Symposium should</sup> from the program speakers to registration and hotel facilities. The registration deadline is April 30th. <sup>signing as</sup> <sup>be delayed</sup>

Canadian municipalities must act immediately before the problem gets out of control; therefore, we urge you to complete your registration form now to ensure your participation and that of your community in this important Symposium.

Yours truly,

*Bert Stevenson*

R. G. Stevenson, D.V.M., D.V.S.M.,  
Ph.D.,  
President,  
Canadian Veterinary Medical Assoc.

*Donal O'Donnell*

Donal O'Donnell,  
President,  
Canadian Federation of  
Humane Societies

P.S. We have also enclosed a form entitled "What does animal control cost in your municipality". It lists some of the obvious as well as hidden costs that concern each and every one of us.

# THE MISSISSAUGA HOSPITAL

I-18



A. M. SANDERSON  
Chairman

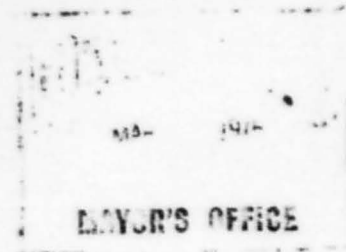
MERRITT G. HENDERSON, C.A.  
Administrator

**RECEIVED** 100 QUEENSWAY WEST  
MISSISSAUGA, ONTARIO L5B 1B8

REGISTRY NO. 2449  
DATE MAR 16 1976  
FILE NO. 57-76  
CLERK'S DEPARTMENT

March 9, 1976.

Mayor Dobkin & Councillors,  
1 City Centre Drive,  
Mississauga, Ontario.



Dear Mr. Mayor & Councillors:

The enclosed progress report will let you know  
the status of the proposed addition to Mississauga Hospital.

It would seem that our present hospital beds provide  
for less than half of the required beds suggested by Provincial  
regulations. Our new addition is very necessary.

Yours very truly,

GG/ML

A handwritten signature in cursive script that reads "Glenn Grice".  
Glenn Grice,  
Director.

TO BE RECEIVED.



THE MISSISSAUGA HOSPITAL

I-18a

REPORT ON HOSPITAL EXPANSION

1. APPROVAL OF PROJECT:

May 4, 1970 - Role Study prepared for Halton/Peel Hospitals' Council by Agnew Peckham and Associates, Hospital Consultants. Recommended expansion of Mississauga Hospital (200 beds) by 1974. Approved by the Council.

Oct. 15, 1970 - Approval to proceed with planning of proposed project received in a letter from D. N. Teasdale, Director of Planning, Ontario Hospital Services Commission.

Feb. 10, 1971 - In response to a letter from D. N. Teasdale outlining projects approved for the next 5 years, the Halton/Peel Hospitals' Council reconfirmed earlier approval of this project.

2. TIMING OF THE PROJECT:

Agnew Peckham & Associates, Hospital Consultants, report to Halton/Peel Hospitals' Council, recommended the expansion by 1974.

Feb. 10, 1971 - Letter from D. N. Teasdale to E. V. C. Smith, Chairman of the Halton/Peel Hospitals' Council, stated project should be commenced in the fiscal year 1975/76. Council expressed concern about the delay from 1974.

June 20, 1974 - Board representatives met with Premier Davis, Frank Miller, Minister of Health, Stan Martin, Deputy Minister of Health, and Doug Kennedy to discuss timing of expansion.

Oct. 30, 1974 - News release from the Government caucus quoted Mr. Frank Miller as stating Mississauga Hospital was approved for expansion in 1976, subject to funds being available. Later confirmed by letter from Premier Davis.

3. NATURE OF PROJECT:

235 additional beds and an expansion of out-patient and ambulatory services.

4. CURRENT STATUS OF PLANNING. (Appendix A)

- 1) Updated Master Plan submitted to the Ministry of Health in December, 1975. Presently awaiting Ministry of Health approval.
- 2) Updated Functional Program submitted to the Ministry of Health in December, 1975. Awaiting Ministry of Health approval.
- 3) Architect's Contract approved by Board and submitted to the Ministry of Health in February, 1976.

5. PRESENT NEEDS: (Appendix B)

I-182

The Planning Department of the Ministry of Health reassessed the bed needs in August, 1975, and confirmed that the expansion to 730 beds was still valid and would meet the needs of the City of Mississauga until 1980.

The population of the City of Mississauga taken from the assessment roles in November, 1975, was 234,975. Before one can apply the Ministry of Health bed planning guidelines to this population, it must be adjusted for residents who receive their hospitalization in neighbouring communities. The table below shows the pattern for the years 1970-73.

	<u>Brampton</u>	<u>Mississauga</u>	<u>Oakville</u>	<u>Toronto</u>	<u>Total</u>
1970	7.3%	57.0%	8.6%	27.1%	100%
1971	8.0%	52.7%	8.5%	30.8%	100%
1973	5.1%	51.0%	7.0%	36.9%	100%

The Mississauga Hospital is looking after a decreasing percentage of residents, mainly due to our beds being utilized to optimum capacity for a number of years.

The statistics will continue in this pattern until the beds are available in Mississauga. Oakville has not increased its percentage as it serves the Clarkson area which has not grown appreciably over the past few years. Brampton has decreased as the Malton area residents now tend to go to the new Etobicoke General Hospital. This factor also accounts for the increase in the Toronto percentage, as well as the Mississauga residents who are forced to seek their hospitalization in the downtown Toronto hospitals.

The increase in hospital utilization is shown below:

	<u>Cases</u>	<u>Total</u> <u>Days</u>
1970	20,280	184,175
1971	21,001	184,422
1973	27,032	219,731

The percentage increase from 1970 to 1973 is 33.2% in cases and 19.3% in days. The lower percentage in days reflects the decreasing average length of stay. While residents of Mississauga go outside the city for hospitalization, there are also residents of adjoining municipalities and transients who get their hospitalization at Mississauga Hospital. This is 8 - 10% of our cases. For this reason, our service population is usually taken as 60% of the current population of the City. Using the Ministry of Health's planning guidelines, the current bed needs would be:

I-18c

	Requirements per Guidelines	Current Beds	Deficiency
Active Beds - $235,000 \times 60\% =$ $141,000 \times 4 \text{ beds per M}$	564	395	169
Psychiatric Beds - $141,000 \times 60\% \times .6 \text{ beds}$ over the age of 15	51	41	10
Chronic Beds - $141,000 \times 5\% \times 11.9 \text{ beds}$ per M over age of 65	83	59	24
	698	495	203

Recent population forecasts for the City of Mississauga were released by both the City of Mississauga and the Region of Peel. The City of Mississauga Planning Department forecast 395,830 by 1980 and the Region of Peel 387,787.

Appendix A shows that 1980 would be the earliest date that the additional beds could be available assuming a normal planning and construction period. By then, the active treatment bed needs for the lowest forecast would be 930 beds.

The need for hospital facilities is only partially expressed in terms of additional beds. The average length of stay in hospitals and the overall requirement for beds is influenced by the availability of out-patient or ambulatory care facilities. These facilities have not been expanded at Mississauga Hospital since 1963. The demand and utilization is growing at 5-10% per year with the average at about 8%. Visits in Emergency have grown from 8,197 in 1963 to 63,843 in 1975. Radiology examinations from 14,303 to 59,140, and Laboratory tests from 94,948 to 839,780.

#### 6. FUTURE NEEDS:

A second hospital in the Streetsville area should be well underway by 1980 to accommodate the growth in that area.

A third hospital may be required in the North-East quadrant of this City dependent upon the decision on development in the "hole in the doughnut". At the time the Role Study for the Halton/Peel area was prepared, it was hoped that this third hospital would not be necessary.

#### 7. SUMMARY:

Hospital facilities will be under great stress for the next two to three years even with the lower growth rate experienced in Mississauga in 1975. If an Ontario Housing Action Program becomes a reality and growth increases, the situation could become very serious. There is a need to establish a firm date for commencement of construction and funding, in order that the hospital staff, architects, and Ministry of Health planning personnel have a specific objective. Without a specific objective, there tends to be long delays at the Ministry of Health to obtain approvals on the various stages of planning.

APPENDIX A

I-18a

Stage A. Role Study:

This is a multi-institutional study.  
It is a purely narrative document.

Status:

Prepared by Agnew Peckham & Associates for the Halton/Peel area April 20, 1970. Approved by Halton/Peel Hospitals' Council May 4, 1970 and submitted to the Ministry of Health.

Stage B. Master Program:

This is a narrative document describing the role and requirements for a single institution within the broader scope of the Role Study.

In the Mississauga Hospital Program, this was combined with the Functional Program in Stage D.

Stage C. Master Plan:

This is a physical planning document containing site plan and site utilization diagrams and indication locations of major elements of the project.

Prepared by Zeidler Partnership/Architects Feb. 10, 1975. Approved by the Board of Directors of Mississauga Hospital in Feb. 1975 and submitted to the Ministry of Health.

Stage D. Functional Program:

This is a detailed narrative document. Among other things, it should outline the operational policies and procedures, anticipated workloads and define all net space requirements for the immediate project.

Prepared by Agnew Peckham & Associates Ltd. March 31, 1971. Approved by the Board of Directors of the Mississauga Hospital in April, 1971 and submitted to the Ministry of Health. Updated Dec. 1975 and submitted to the Ministry of Health.

Stage E. Block Schematics:

- a) Drawings required for this stage are a site plan and appropriate scale.
- b) Plan of each floor level scale not larger than 1/16th.
- c) Sections only if needed to explain the plans, i.e. potential use of interstitial spaces, etc. or relation to a sloping site.

Included in Master Plan.

I-18e

Stage F. Sketch Plans:

Drawings required for this stage are -

- a) Site plan and appropriate scale showing driveways, site works, parking areas, ramps, etc.
- b) Floor plans for each level, scale 1/8"
- c) Sections and elevations explain the design proposed. The floor plans would show all the rooms, corridors, elevators, stairs, ducts, shafts, mechanical/electrical room, equipment spaces, etc.

Stage G. Working Drawings, Specifications, Document Preparation.Stage H. Tender Call, Contract Award and Construction Period.Status:

Will commence at Mississauga Hospital when Architect's Contract, Functional Program and Master Plan are approved by the Ministry of Health. The Architect estimates 2 months for preparation of sketch plans.

Would follow approval of sketch plans by Ministry of Health. Architect estimates 8 months preparation time.

Would follow working drawing approval by Ministry of Health. Architect estimates 2½ year construction period.



APPENDIX B

I-184

Ministry of Health

Planning Guidelines

Active Treatment Beds - Medical/Surgical/Paediatric/Obstetrics, 4 beds per M.

Psychiatric Beds - 2 formulas . 6 beds per M population over 15

. 42 beds for general population

Chronic Beds - 2 formulas 1 bed per M general population

11.9 per M over age of 65.

Nursing Homes 3.5 beds per M for general population.



City of Mississauga

MEMORANDUM

I-19

To ALL MEMBERS OF COUNCIL

From Councillor Mary Helen Spence

Dept.

Dept. Ward 2

10th March, 1976.

The attached is for the information of Council and Management.

In this year of constraints - both financial and of resources, we in Government should be showing leadership in cutting costs and, more importantly, saving our natural resources for future generations.

I recommend that the City Manager be requested to report back to Council on possible methods of cutting back on energy consumption.

Respectfully submitted,

Mary Helen Spence,  
Councillor, Ward 2.

MHS/ss  
attach.

TO BE RECEIVED. REFERRED TO THE  
CITY MANAGER FOR REPORT TO GENERAL  
COMMITTEE.





The Energy, Mines and Resources tower, 300 South St., Ottawa at 10 p.m. The building will be darkened for the night and its energy use will be reduced to a minimum. The building was designed 10 years ago, during the years of energy efficiency, and has only one independent light switch per floor. But even once that will change, greater floor lighting is being installed and unnecessary lamps removed. The building has also been saved down for a further saving.

## From 10 p.m. to 6 a.m. and on weekends, the lights are turned off in this Government building. That saves about \$900 a week.

Why should Canada start saving energy in 1975? Because we've been such spendthrifts that if we don't change our ways, some resources will soon be in critically short supply, others will cost a fortune.

We can all pitch in. Here's how the Federal Government is taking the lead, with ideas that will work for all of us:

**AT THE RATE** we're gobbling up energy, we'll need twice as much in 12 years, about four times as much by the year 2000.

The simple truth is that we have been incredibly wasteful. Only the United States uses more energy per person than we do.

Our goal must be to cut expected 1985 energy consumption by at least 20%—and there's plenty of evidence to show that it can be done with little pain and many benefits.

Here's how the Federal Government is putting its own house in order:

### 1.

#### Big cars are on the way out.

The mighty automobile guzzles 15% of Canada's annual energy bill. The ones with 8 cylinders and weighing over 3,000 pounds are the worst offenders.

The new policy of the Treasury Board is to buy and lease smaller, compact models. And the speed limit for all Government vehicles is now a gas-saving 55 mph.

Workers who have their own cars at home and switch to car pools, can save up to \$300 a year. To encourage the idea, Government parking spaces will soon be allocated on the basis of number of regular riders per car.

### 2.

#### All equipment is now bought with an eye to operating costs—not just the price tag.

When New York City employees went shopping for window air conditioners they got a surprise. The one with the highest price turned out to be the

best value—when annual operating costs (mostly energy) were added in.

The Government is now using this lifetime cost measurement when choosing cars, trucks, utility vehicles, appliances and office equipment. Hopefully industry and the public will do the same.

Perhaps before too long Canadian manufacturers will tell us as much about a product's energy needs and operating costs as they do about styling.

### 3.

#### Paper is working harder than ever.

The pulp and paper industry is the largest single consumer of industrial energy in Canada.

To save paper, the Government is moving to more double-sided printing, more offset work and less photocopying, and tighter controls on distribution. They're also going to recycle more waste paper and purchase recycled paper.

If we all move to recycled paper we'll conserve both energy and forest resources.

### 4.

#### Government buildings across Canada are on an energy efficiency drive.

Cut-backs on lighting, heating and cooling can save a lot. The Department of Public Works has recommended a maximum heating temperature of 70 degrees during the day, 65 at night. Lighting in unoccupied spaces and exterior lighting is being reduced. Add to that lower lighting levels, less ventilation, less cooling in the summer and the savings will be about 15%.

Employees are urged to turn off lights and equipment not in use, watch for dripping hot water

taps, open and close drapes to make maximum use of natural light and sunshine. Small points, perhaps, but the total savings can be big.

### 5.

#### More money and men for research.

We have to invest in ideas. That's why research such as the Blue Flame Project is so important. A division of Energy, Mines and Resources Canada is now testing an ingenious Air Swirl Generator which "costs" about \$1.50 and could save 10% on the user's fuel oil bill.



The same people are working on an Automotive Pollution Elimination Device to deliver more miles-per-gallon and cut pollution.

And over at the National Research Council, they're working on Canada's woefully out-of-date insulation standards.

There are just a few of the energy conservation research projects and many more are planned.

### 6.

#### A new computer is "tuning" buildings.

The fancy title is Energy Systems Analysis (ESA); proof of what it can do is in the John Gilling Building near Ottawa's Experimental Farm.

The 12-story building was put through ESA which simulated factors affecting energy consumption: lights, work schedule, humidity, window glass, wall structure, climate, ventilation, heating and cooling systems. From the computer's answers, engineers were able to "balance" the heating and

cooling systems. The result was an energy saving of 20 cents a square foot—or \$100,000 a year.

As you'd hope, the program is quickly being expanded to—

- (1) improve energy efficiency in all federal buildings
- (2) set design guidelines for government and industry
- (3) serve as a resource for all Canadians involved in design work: provincial governments, architects, engineers, consultants.

Those who are close to the computer predict a potential energy saving of \$60 million a year from Government buildings alone, and \$300 million a year from all commercial buildings in Canada.

A hefty return!

### 7.

#### Make a commitment to conservation.

The goal is to commit an ever-widening circle of Canadians to conservation thinking. The pebble in the pond principle. That's why a series of seminars was held last fall to acquaint Canadian architects, engineers and designers with the problem. That's why the Department of Consumer and Corporate Affairs has started the CANTAG program to help us understand the energy requirements of products before we buy.

We can all pitch in. A commitment to conservation—in our homes, cars, offices, factories—will pay immediate dividends. By reducing the rate at which we consume our resources, we'll also improve our environment and way of life.

To find out more about the ideas mentioned here, or offer other thoughts, write to:

Office of Energy Conservation  
Energy, Mines and Resources Canada  
580 Booth Street  
Ottawa, Ontario  
K1A 0B4



**Energy, Mines and Resources Canada**  
Office of Energy Conservation  
Hon. Donald S. Macdonald  
Minister

I-20

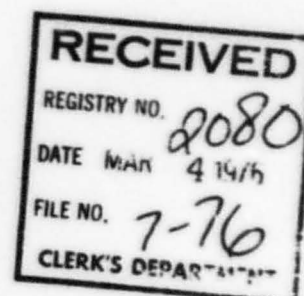
**Municipal Planning Consultants CO. LTD.**

400 MOUNT PLEASANT ROAD • TORONTO M4S 2L6 • CANADA • (416) 486-7777

February 27, 1976

Mayor and Members of Council,  
City of Mississauga,  
Municipal Offices,  
1 City Centre Drive,  
MISSISSAUGA, Ontario.  
LSB 1M2

Attention: Mr. D. R. Turcotte,  
Clerk.



Gentlemen:

Since the establishment of our firm in 1955, we have conducted our practice under the name of MUNICIPAL PLANNING CONSULTANTS CO. LTD. During the past 20 years, the field of planning has become more complex, requiring the capabilities of many specialized disciplines to provide a team approach to planning.

In response to this trend in the planning field and to provide our clients with complete and comprehensive services, we have augmented our professional planning capabilities with specialists from other disciplines. Our current staff of 25 professionals and support personnel includes qualified university graduates in the fields of economics, engineering, environmental studies, geography, geology and physical sciences, architecture, landscape architecture, mathematics, political science and public administration.

Having this team of specialized professionals enables us to undertake projects in regional planning, government organization, socio-economics, urban design, land development, resource planning and project management, in addition to serving our municipal clients. However, we have found that the descriptive nature of our firm's name is somewhat limiting in the sense that it suggests that the services we provide are solely in the field of municipal planning.

....2....

TO BE RECEIVED.


TOWN PLANNERS • PROFESSIONAL ENGINEERS

Therefore, we are pleased to announce that effective March 1, 1976 we shall be conducting our practice under the corporate name of MPC LIMITED. In order to maintain continuity, our planning consultant services to you will be carried out by the MUNICIPAL PLANNING CONSULTANTS division of our new firm.

We are confident that this corporate reorganization will allow us to continue providing the diversified services required by our clients. We wish to assure you that the personnel presently serving you will remain as before.

Yours very truly,

MUNICIPAL PLANNING CONSULTANTS CO. LTD.



Derek J.W. Little  
President

/len





MARCH OF DIMES  
**DISABILITY  
FUND**



PEEL ASSOCIATION FOR HANDICAPPED ADULTS

c/o 3310 Havenwood Drive,  
Mississauga, Ontario,  
L4X 2M3.  
March 1, 1976.

City of Mississauga,  
1 City Centre Drive,  
Mississauga, Ontario.

Attention: Mr. Terry Julian,  
City Clerk.

<b>RECEIVED</b>	
REGISTRY NO.	2309
DATE	MAR 11 1976
FILE NO.	115-76
CLERK'S DEPARTMENT	

Gentlemen:

It is my pleasure, as Secretary of Peel Association for Handicapped Adults, to express this Association's thanks for the installation of ramps for wheelchairs at the main entrance of the City Hall building and also to the Council Chamber of Mississauga City Hall; these will certainly improve access for the handicapped and prove a forward step in recognizing problems unique to such a group.

Again, many thanks.

Yours very truly,

*Mary Bickley*

Mrs. F.E. Bickley,  
Secretary,  
Peel Association for  
Handicapped Adults.

TO BE RECEIVED.



Serving Ontario's Adult Handicapped  
Rehabilitation Foundation For The Disabled



● Urban  
Equities  
Limited

I-22

Telephone 270-3211  
Area Code 416

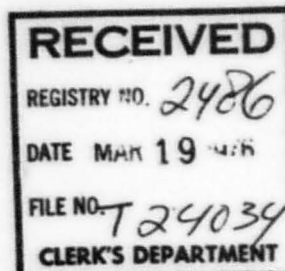
Suite 303  
77 City Centre Drive  
Mississauga, Ontario  
L5B 1M5

August 11, 1975  
Our File 72-7

City of Mississauga,  
Clerk's Department,  
1 City Centre Drive,  
Mississauga, Ontario

Attention: Mr. T. L. Julien,  
Deputy Clerk

Re: Amendment to Shewood Forrest  
West Subdivision  
File 21T-24034  
City of Mississauga



Dear Mr. Julien:

In consideration of the City of Mississauga allowing services to be installed in the subject proposed subdivision, prior to registration of the plan, the company (as owner) covenants and agrees as follows:

1. The developer acknowledges that by proceeding with these services in advance of registration of a plan of subdivision, the developer is doing so totally at its own risk.
2. To allow the City, its employees, servants and agents, to enter the lands at all reasonable times and for all reasonable purposes, including and without limiting the generality of the foregoing, for all necessary inspections, and to correct or eliminate any other nuisance, such as dust, garbage and debris, excavations, old buildings, etc., and the cost incurred by the City in so doing shall be a charge to the owner.
3. To submit a cash deposit as required by the Engineering Agreement of \$10,000.00.

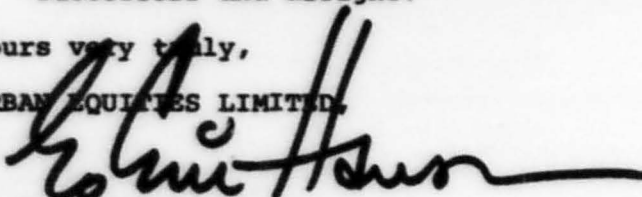
TO BE RECEIVED. NOTICE OF PRE-SERVICING OF  
LANDS LOCATED EAST OF HAMMOND ROAD, SOUTH OF  
DUNDAS, NORTH OF WILL SCARLETT DRIVE AND  
WEST OF MISSISSAUGA ROAD.

....2

4. To indemnify the City, its employees, servants and agents (and the Hydro Commission and Water Commission), against all actions, causes of actions, suits, claims and demands whatsoever, which may arise either directly or indirectly by reason of the pre-servicing, and the owner undertaking the construction of the work within the proposed subdivision.
5. To proceed with the development in accordance with the attached Schedule of Performance, and should active development of the land come to a termination, to smooth, grade and seed the site to renew vegetation, and prevent erosion problems, and upon any failure in performing this obligation, to allow the City to enter upon the lands and carry out the work deemed necessary by the Engineering Department, with the costs incurred by the City to be a charge upon the owner.
6. To allow the City to draw on the cash deposit under Clause 3 above for the completion of any works considered necessary by the City Engineer including those indicated under Clauses 2 and 5 and other works such as rectification of drainage problems and cleanup of existing roads upon verbal notification to the Consulting Engineer.
7. To require these undertaking and covenants to be assumed by any successor in title, to the effect that the obligations and covenants herein shall be binding upon executors, administrators, successors and assigns.

Yours very truly,

URBAN EQUITIES LIMITED,

  
G. Eric Hanson, P. Eng.  
Chairman

GEH:mf

cc: Mr. R. Osborne.

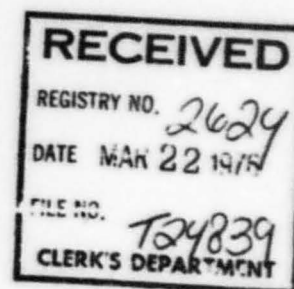


I-23

New Communities Group

March 19, 1976

Mr. T. Julian,  
City Clerk  
City of Mississauga  
1 City Centre Drive  
MISSISSAUGA, Ontario



Dear Sir:

Re: Notification to Council of Intention to  
Construct Internal Services of Erin Mills South  
South Common - Neighbourhood 105  
Draft Plan #21T-24839

We would appreciate your informing Council of our intention to construct, under the preservicing policy, underground services in our Neighbourhood 105 of Erin Mills known as South Common.

Yours truly,

THE CADILLAC FAIRVIEW CORPORATION LIMITED

J. D. Ellison, P. Eng.  
Vice-President

JDE/ar  
Encl.

c.c. Mr. W. Taylor  
Mr. I. F. Markson  
Mr. W. J. Anderson

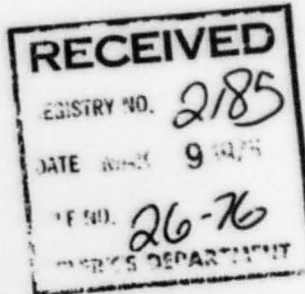
TO BE RECEIVED. NOTICE OF PRE-SERVICING OF  
LANDS LOCATED SOUTH OF BURNHAMTHORPE, EAST OF  
GLEN ERIN DRIVE, NORTH OF COLLEGEWAY AND WEST  
OF ERIN MILLS PARKWAY.

The Cadillac Fairview Corporation Limited

Mailing Address: Box 22000, Station "A", Toronto, Canada M5W 1W2 • Telephone (416) 494-7111 • Located at 1200 Sheppard Avenue East, Toronto.

To: [illegible]

I-24



**Taro**

Properties Incorporated

51 Herkimer Street  
Hamilton, Ontario L8P 2G3  
Telephone (416) 523-5421

Mayor M. L. Dobkin, M.D. and Members of Council  
City of Mississauga  
55 City Centre Drive  
Mississauga, Ontario

Re: Creditview City Homes

Dear Mr. Mayor:

On behalf of the consultant team, I would like to express our sincere appreciation for the opportunity of presenting the Creditview City Homes proposal to General Committee at its meeting on March 3rd, 1976.

Pursuant to your committee's decision to release the 635 acre Creditview Community development scheme for processing, we have now commenced with the preparation of all necessary documentation for the development of Official Plan Amendment, Secondary and Draft Plans, Zoning Regulations, to assist Council and Staff in expediting the production of affordable housing.

We are encouraged by the initiative and enthusiasm shown by General Committee's support for the Creditview City Homes proposal, and we would be only too pleased to respond to any request that Staff may have to assist them in dealing with this matter.

Yours sincerely,

W. A. Salter  
Taro Properties Inc.

TO BE RECEIVED.

March 4th, 1976



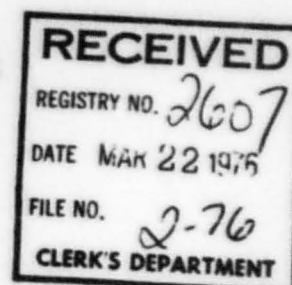
URBAN  
DEVELOPMENT  
INSTITUTE  
ONTARIO



I-25

SUITE 601, 15 GERVAIS DRIVE, DON MILLS, ONTARIO, M3C 1Y8 ■ (416) 447-5188

March 19th, 1976



City of Mississauga,  
#1 City Centre Drive,  
Mississauga, Ontario

Attention: Mr, T.L. Julian, A.M.C.T. City Clerk

Dear Sir:

Further to your letter of January 12th, 1976, please be advised that Mr. Don Cole has been nominated by the membership as the representative of the Peel Liaison Committee of the Urban Development Institute to serve on the City of Mississauga Condominium Committee.

Yours very truly,  
URBAN DEVELOPMENT INSTITUTE

(Mrs) P.M. Duncan  
Assistant to the General Manager

/jp  
cc: Mr. J. Murray,  
Secretary Condominium Committee,  
City of Mississauga,  
# 1 City Centre Drive,  
Mississauga, Ontario

TO BE RECEIVED.



I-26

## DOMINION ALUMINUM FABRICATING LIMITED

3570 HAWKESTONE ROAD  
MISSISSAUGA, ONTARIO, L5C 2V8  
TELEPHONE 275-5300  
TELEX 06-961482

March 12, 1976.  
Reference: Letter Code #76-31.

Municipal Offices,  
1 City Center Drive,  
Mississauga, Ontario.

Attention: Mr. T. Julian,  
City Clerk.

RECEIVED	
REGISTRY NO.	2401
DATE	MAR 15 1976
FILE NO.	7-76
CLERK'S DEPARTMENT	

Dear Mr. Julian:

Our firm has a contract with the U.S. Navy to manufacture a prototype recovery system designed to assist helicopter landings on small ships.

Recently the U.S. Navy has requested permission to bring an SH-2F helicopter to our plant to check the interface of the helicopter with our prototype equipment. It is their proposed plan to fly the aircraft to Downsview and thence to our parking lot.

We respectfully request permission to land the helicopter in the parking lot of our facility at 3570 Hawkestone Road in Mississauga, on Saturday and Sunday, March 27th and 28th or, as an alternate date, on April 3rd and 4th, 1976. Enclosed is a layout of our facility and the proposed landing site.

Enclosed is a copy of our letter to Mr. George Lloyd, Superintendent of Airways, requesting a permit from their office.

If there is any further information required, please contact myself or Mr. Jeff Whitehouse at 275-5300.

HBP/lcw  
Encl:1

Yours very truly,

DOMINION ALUMINUM FABRICATING LIMITED,

*Howard B. Parshley*  
HOWARD B. PARSHLEY,  
PROJECT MANAGER.

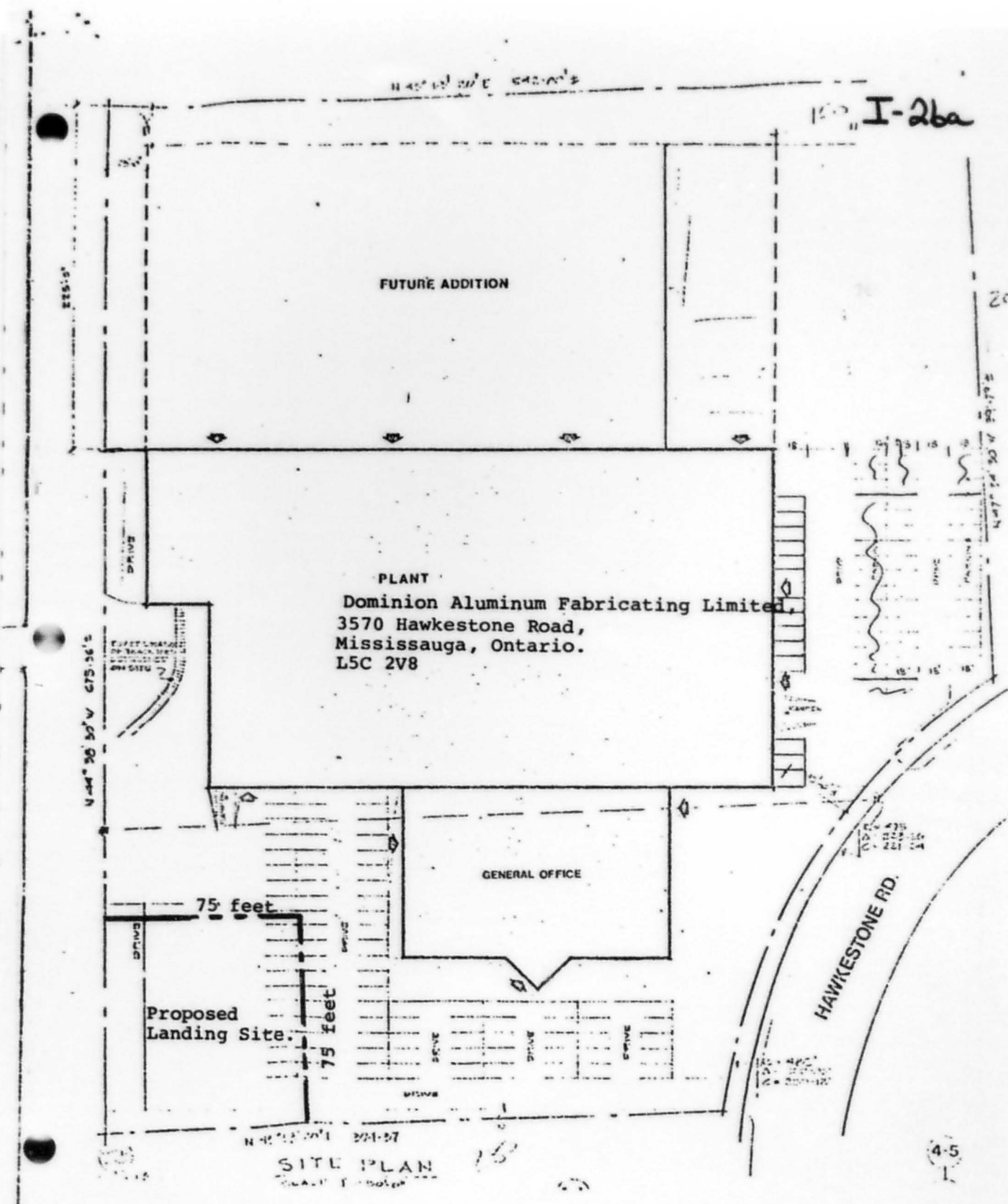
TO BE RECEIVED.  
RESOLUTION AVAILABLE.

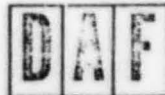


ALUMINUM

MAGNESIUM

STAINLESS STEEL





I-264

DOMINION ALUMINUM FABRICATING LIMITED

3570 HAWKESTONE ROAD  
MISSISSAUGA, ONTARIO, L5C 2V8  
TELEPHONE 275-5300  
TELEX 06-961482

March 12, 1976.  
Reference: Letter Code #76-30.

Canadian Air Transportation Administration,  
P.O. Box 7,  
Toronto Dominion Center,  
Toronto, Ontario.

Attention: Mr. George Lloyd,  
Superintendent of Airways.

Dear Mr. Lloyd:

Our firm has a contract with the U.S. Navy to manufacture a prototype recovery system designed to assist helicopter landings on small ships.

Recently the U.S. Navy has requested permission to bring an SH-2F helicopter to our plant to check the interface of the helicopter with our prototype equipment. It is their proposed plan to fly the aircraft to Downsview and thence to our parking lot.

We respectfully request permission to land the helicopter in the parking lot of our facility at 3570 Hawkestone Road in Mississauga, on Saturday and Sunday March 27th and 28th or, as an alternate date, on April 3rd and 4th, 1976. Enclosed is a layout of our facility and the proposed landing site.

At the suggestion of Mr. Foster of the Civil Aviation Branch of the Canadian Air Transportation Administration, I have also contacted the City Clerk of Mississauga, for permission from the Municipality Offices.

If there is any further information required please contact myself or Mr. Jeff Whitehouse at 275-5300.

Yours very truly,

DOMINION ALUMINUM FABRICATING LIMITED,

HBP/lcw  
Encl:1

HOWARD B. PARSHLEY,  
PROJECT MANAGER.



ALUMINUM

MAGNESIUM

STAINLESS STEEL

REG I-27  
 9th March 1976  
 DATE MAR 15 1976  
 FILE NO. 49-76  
 90-76  
 CLERK'S DEPARTMENT

To: The Regional Municipality of Peel  
 Copies to: (1) Mr. J. Crozier, Commissioner of Social Services.  
 (2) Municipal Council, City of Mississauga.  
 (3) Hazel McCallion, Councillor

As parents of the children who attend the Streetsville Day Care Centre we are greatly concerned with the Region's intention to close the above Day Care Centre.

Back in November 1975, after most parents provided full information relating to their income and expenses, and a great deal of analysis, you established a rate schedule based on the ability to pay. At that time it was quite apparent that if that action was taken it would ensure continuance of day care facilities (which are badly needed in the Streetsville/Meadowdale area). It is greatly disappointing to note that after many parents who were, as a result of income analysis, had to pay large increases in fees from \$25 to about \$40 a week or a 60% increase (Note: the Government's anti-inflation policy was announced prior to the day care fee increase) have yet to be further inconvenienced by your intention to close the school; not to mention the inconvenience caused to the working parents and especially the children who have become used to a fine programme of activities provided by the Centre.

It is anticipated that, in view of this unanimous request, the Centre will continue to be open.

PARENTS' SIGNATURE	ADDRESS.
Ude J. Brown	2865 OSLO CRES. MISSISSAUGA, ONT
Gro. Leannex	39 Plainsman Rd Streetsville
Jeane Symonovet	98 Falconer Dr Unit 38 Mississauga
P. Brown	7 KENNEDY BLVD. STREETSVILLE
P. Brown	196 217 St. Mississauga (formerly 217)
P. Brown	3024 ARBIA Circle Mississauga
A. Brown	7157 TAYLOR RD MISSISSAUGA
G. Brown	2092 Appleton Dr Mississauga
L. Mallett	58 Boushelms Rd. Streetsville
A. Brown	29 Bonyon Cr. Streetsville
J. Brown	120 Falconer #10 Mississauga
Mr. Kestner	120 Falconer #6 Mississauga
Mr. Brown	32. PLAINSMAN RD. STREETSVILLE
Mr. Brown	6650 FALCONER DR #48 STREETSVILLE
Ron Riches	6879 Estail Road, Miss, Ont.
Chanda Dear	2525-36 Ganarogue Rd. Miss, Ont
S. Smith	1557 Glen Ct. Mississauga
Mr. Brown	2600 Bantlawydes Meadowdale D. Ont
Mr. Brown	" " " "
B. Thompson	6540 Falconer Drive Mississauga
M. Brown	2479 TRONDHEIM CR Mississauga
B. Brown	6540 Falconer Dr. Mississauga
D. Brown	859 KENNEDY BLVD. STREETSVILLE, ONT
de'Court	6950 MacTavish Road, Mississauga
E. Brown	2479 TRONDHEIM CR, MISSISSAUGA
M. Brown	" " " "

END



I-27a

<i>[Signature]</i>	59 #8 Kainijuk Rd. E. E.
H. Riehl	6875 Estoril Rd Mississauga.
Robert [unclear]	6540 FALCONER PR UNIT 44
<i>[Signature]</i>	2865 OSLO CRES. MISSISSAUGA
<i>[Signature]</i>	72 Baushelm Ct Mississauga.
<i>[Signature]</i>	2789 Buxton Rd. Miss.
G. Greene	6650 FALCONER DR. #91 MISSISSAUGA.
G. Roche	6821 Legoria Rd.
<i>[Signature]</i>	120 Falconer #10
<i>[Signature]</i>	#78 6540 - FALCONER PR

TO BE RECEIVED. ORIGINAL SENT TO  
THE REGION OF PEEL. THIS IS FOR  
INFORMATION ONLY.



I-28

Department of the City Clerk

City Hall, Toronto, Ontario, Canada M5H 2N2

Roy V. Henderson / City Clerk

A.R.N. Woadden / Deputy City Clerk

March 5, 1976

RECEIVED	
REGISTRY NO.	2271
DATE	MAR 10 1976
FILE NO.	67-76
CLERK'S DEPARTMENT	

Mr. D.R. Turcotte, Clerk,  
City of Mississauga,  
1 City Centre Drive,  
Mississauga, Ontario. L5B 1M2

I forward copy of a recommendation contained in Report No. 3 of the Committee on Neighbourhoods, Housing, Fire and Legislation pertaining to "Dog Guide Legislation" (Clause No. 10), which was adopted by City Council at its meeting held on March 3, 1976.

Yours truly,

*Roy V. Henderson*

City Clerk.

*ACW*  
ACW

Encl.

TO BE RECEIVED. REFERRED TO THE  
CITY SOLICITOR FOR HIS INFORMATION.

CITY OF TORONTO  
DEPARTMENT OF THE  
CITY CLERK

RECOMMENDATION EMBODIED IN REPORT NO. 3 OF THE COMMITTEE ON  
NEIGHBOURHOODS, HOUSING, FIRE AND LEGISLATION AS ADOPTED BY  
CITY COUNCIL AT ITS MEETING HELD ON MARCH 3, 1976.

I-28a

10  
DOG GUIDE LEGISLATION.

Your Committee submits the communication (February 6, 1976) from the  
City Solicitor, viz.:

"Subject: Dog Guide Legislation.

"Origin: Executive Committee Report No. 45; Committee on Neighbourhoods, Housing, Fire, and Legislation Report No. 19, Clause No. 9.

"Comments: At its meeting of November 12, 1975, City Council adopted the recommendations of your Committee contained in the above-mentioned clause with respect to the problems encountered by blind people when accompanied by a dog guide. Recommendation No. 2 of your Committee states that the City Solicitor, in consultation with the Commissioner of Planning, prepare a report to your Committee on the necessary legislation to implement the principles outlined in the foregoing communication from Alderman Thomas.

"In a letter, dated January 6, 1976, the Commissioner of Planning wrote as follows:

"At its meeting of December 10, 1975, City Council adopted an Amendment to Section 1.3 of the Official Plan which reads, in part, as below:

"It is the policy of Council to provide for such amendments to municipal by-laws as are necessary in order to facilitate for the handicapped and disabled, ready and convenient access to and movement within buildings and public facilities."

It would appear that the measures as proposed in Clause 9 of Report No. 19 of the Committee on Neighbourhoods, Housing, Fire and Legislation fall within the intent of the above-mentioned Amendment. Accordingly, legislation enacted pursuant to the City of Toronto Act, or in reference to the Metropolitan licensing powers or as in any other manner as you may determine to be appropriate would appear to be of significant social merit."

"I have reviewed legislation of other Provinces and certain American states in preparing the legislation. Appended to this report is a draft of legislation which I believe implements the principles outlined by Alderman Thomas.

"The legislation would be in the form of special legislation for the City. Its effect is to override any other Act, Regulation or By-law.

I-281

"Section (1)(a) allows the City to pass by-laws prohibiting refusal to a blind person accompanied by a dog guide entry to, use of or accommodation in, generally speaking, those facilities to which the public has access. Included are residential accommodations and lodging places.

"Section (1)(b) allows the City to exempt classes of facilities from the prohibition. The City would, therefore, be able to make exceptions such as the one advocated by Alderman Thomas to exempt a landlord who rents out a flat in his own house.

"Section (1)(c) provides that the City may impose conditions with respect to the presence of dog guides in places where permitted. Such conditions could include the use of a harness, or of a muzzle, or the prohibition of allowing the dog to use a seat in a public vehicle.

"Section (2) prohibits charging a blind person accompanied by a dog guide a fee on account of the presence of the dog.

"The effect of Section (3) is to preserve the legal liability of a blind person for damage or injury caused by his dog guide.

"Definitions of 'dog guide' and 'blind person' are set out in Section (4).

"Section (5) provides for enforcement in the same way as by-laws are enforced under The Municipal Act.

"Recommendation: If the proposed legislation is satisfactory to your Committee, that your Committee recommend to City Council that the said proposed legislation be included in the City's Private Bill for enactment this year."

#### Proposed Legislation Respecting Dog Guides

(1) Notwithstanding any general or special Act or any Regulations thereunder or any by-law, the Council of the Corporation may pass by-laws:

- (a) for prohibiting the refusing of a blind person accompanied by a dog guide entry to, use of or accommodation in all residential accommodations, conveyances, eating places, lodging places, places of amusement and all places to which the public is invited or has access, by reason only of the presence of said dog;
- (b) for prescribing a class or classes of facilities and exempting such class or classes from the provisions of a by-law passed pursuant to paragraph (a) of subsection (1);
- (c) for establishing measures which a blind person accompanied by a dog guide must take with respect to such a dog guide, as a condition of entry to, use of or accommodation in facilities or classes of facilities with respect to which refusal of entry to, use of or accommodation in are prohibited by a by-law passed pursuant to paragraph (a) of subsection (1);
- (d) for prohibiting the charging of a fee to a blind person accompanied by a dog guide in respect of said dog.

(2) Nothing in this Act shall derogate from the liability of a blind person for the damage or liability caused by his dog guide.

(3) In this Act,

"blind person" means a "blind person" within the meaning of The White Cane Act;

"dog guide" means a dog which serves as a guide or leader for a "blind person" and has been especially trained for the purpose.

(4) A by-law passed under this section shall be enforceable in the same manner as a by-law under the authority of The Municipal Act and any such by-law may impose penalties of not more than \$1,000, exclusive of costs, upon every person who contravenes any provision of any by-law passed pursuant to this section.

Your Committee recommends that the foregoing proposed legislation be approved; that the City Solicitor be authorized to make an application therefor to be included in the City's Private Bill for enactment this year; and that the Metropolitan Boroughs and all Cities in Ontario be advised accordingly.

*In view of the time element involved the Toronto Executive Committee reports having authorized the City Solicitor to proceed with the application for the legislation, including the advertising thereof, and requests that City Council confirm its action.*



600 RUE HIGGINSON ST.  
K8A 1H1  
TEL. 632-4171



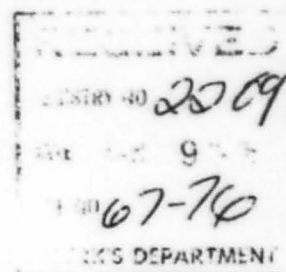
**CORPORATION DE LA VILLE DE HAWKESBURY**  
OF THE TOWN OF  
ONTARIO, CANADA

I-29  
J. B. CUILLER  
GREFFIER-TRÉSORIER - CL

NOTRE DOSSIER No.  
OUR FILE

March 2nd, 1976

TO: Towns, Cities, Regions and Counties  
in the Province of Ontario



The following is a copy of a resolution passed by Council at its meeting held on February 9th, 1976.

WHEREAS most if not all of the municipalities of Ontario are members of the Association of Municipalities of Ontario,

AND WHEREAS the members of the Board of Directors of the Association represent all the municipalities who are members of the Association,

AND WHEREAS municipalities have to bear the travelling and accommodation expenses because their representatives have been selected to sit on the Board of Directors of the Association,

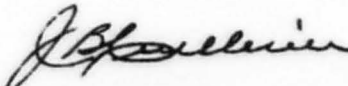
Be it Enacted that the Association bear the costs for travelling, lodging, meals and other out-of-pocket expenses incurred by the members of the Board of Directors while attending the meetings.

And that copies of this resolution be forwarded to The Association of Municipalities of Ontario, to all cities and towns, regions and counties in the Province of Ontario for their endorsement and action.

We would appreciate that this resolution be submitted to your Council and inform us of any action taken.

Yours very truly,

TO BE RECEIVED. TOWN OF  
HAWKESBURY TO BE ADVISED  
TO REFER THEIR RESOLUTION  
TO THE APPROPRIATE ASSOCI-  
ATION FOR CONSIDERATION.

  
J.B. Cuillerier,  
Clerk-Treasurer



THE CITY OF LONDON, ONTARIO, CANADA.  
DEPARTMENT OF THE CITY CLERK

I-30

300 Dufferin Avenue  
P.O. Box 5035, London N6A 4L9  
Telephone 679-4530

In Reply Please Refer To:

Our \_\_\_\_\_  
Attention \_\_\_\_\_  
Telephone \_\_\_\_\_

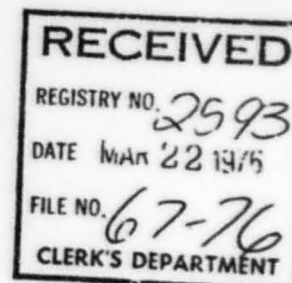
W. S. ROSS, B.A., City Clerk

P. C. McNORGAN, A.M.C.T., Deputy City Clerk

K. W. SADLER, A.M.C.T., Assistant City Clerk

March 16, 1976

The Honourable D. McKeough  
Treasurer of Ontario  
Parliament Buildings  
Toronto, Ontario



Honourable Sir:

I hereby certify that the Municipal Council, at its last session held on March 15, 1976 resolved:

3. That on the recommendation of the Chief Administrative Officer, on the advice of the Finance Commissioner, the following resolution be adopted, and forwarded to the Province of Ontario, the Association of Municipalities of Ontario and to all cities in Ontario for endorsement, namely:

"WHEREAS Section 304, The Municipal Act, permits municipalities to levy an annual tax not to exceed \$50.00 for each full time student attending a University or College of Applied Arts and Technology located within the municipality;

AND WHEREAS this same legislation allows the levying of an annual amount not to exceed \$50.00 per resident place or bed on institutions such as jails, public hospitals, provincial educational institutions and provincial mental health facilities;

AND WHEREAS the Treasurer of Ontario has announced a substantial reduction in the rate of increase of provincial transfer payments to municipalities;

AND WHEREAS the Treasurer of Ontario has indicated municipal tax rates should increase at a rate more aligned to the increase in municipal expenditures than has been the case in the past five years;

TO BE RECEIVED. CITY OF LONDON TO BE  
ADVISED TO REFER THEIR RESOLUTION TO THE  
APPROPRIATE ASSOCIATION FOR CONSIDERATION.

...../2

I-30a

- 2 -

AND WHEREAS the results of this curtailment in provincial transfer payments will be increases in municipal taxation ranging from 15 - 30% across the province;

THEREFORE BE IT RESOLVED that the Treasurer of Ontario be requested to amend Section 304 of The Municipal Act to allow municipalities to levy under this section an amount of \$50.00 per unit increased by the percentage increase in the municipal tax rate experienced each year over that levied in 1975;

AND that a copy of this resolution be forwarded to the Association of Municipalities of Ontario and to all cities in Ontario for endorsement";

it being pointed out that the following background information is submitted in support of this resolution:

"The Finance Department developed this resolution, requesting the Province of Ontario to index the amount which a municipality can levy on educational and provincial institutions located within its boundaries.

At present, this amount is limited to \$50.00 per student or per resident place and since we concur with the Minister's statement that municipal taxes should increase in line with municipal expenditure increases, it is only equitable that these payments in lieu of taxes be also allowed to increase at the same rate." (70.1.1) (3/6/BC)

Yours truly,

  
City Clerk  
/bs

c.c. Honourable T. Wells, Minister of Education  
Honourable H. Parrott, Minister of Colleges and Universities  
Honourable F. Miller, Minister of Health  
Honourable J. MacBeth, Secretary for Justice and Solicitor-General of Ontario  
Association of Municipalities of Ontario  
Mr. M. E. MacLean, Chief Administrative Officer  
Mr. D. J. Date, Finance Commissioner  
All cities in Ontario

I-31

**MACAULAY, PERRY**  
**BARRISTERS AND SOLICITORS**

V. R. E. PERRY, Q.C.  
O. MICHAEL DRACON  
ROBERT I. GOLDEN  
BONNIE H. OBYCHENKO  
BRIAN G. ARMSTRONG  
ROBERT A. MACDONALD  
KEVIN R. AALTO

F. A. RYAN  
JAMES M. FARLEY  
T. KENNEDY  
PATRICK H. HARRIS  
ROBERT H. ELLIOTT  
STEPHEN R. DAVIES

COUNSELL  
ROBERT W. MACAULAY, Q.C. ROYCE PRITH, Q.C.

SUITE 2700  
COMMERCIAL UNION TOWER  
MAILING ADDRESS  
P.O. Box 461  
TORONTO DOMINION CENTRE  
TORONTO, ONTARIO  
M5K 1M6  
TELEX 00-22157  
CABLE ADDRESS: PERMAC  
TELEPHONE: (416) 593-5555

March 24, 1976

DELIVERED

Mr. T. Julian  
Clerk  
City of Mississauga  
1 City Centre Drive  
MISSISSAUGA, Ontario  
L5B 1M2

<b>RECEIVED</b>
REGISTRY NO. 2801
DATE MAR 24 1976
FILE NO. 21941
CLERK'S DEPARTMENT

Dear Mr. Julian,

Re: Centreville Estates  
Our File No. 424295

We are solicitors for the owner of the above development. The plan for the subdivision was registered approximately three years ago as Plan 941. Our client is now developing the last block on that Plan being Block C.

At the time of subdivision approval our client was required and quite appropriately to sign a Financial Agreement and Engineering Agreement. The Financial Agreement is dated October 18th, 1971 and the Engineering Agreement is dated March 3rd, 1972. Copies are enclosed.

Both of these Agreements cover the whole Plan 941. Block C had been designated in a holding zone and the Financial Agreement provided that payment of levies would be deferred during the time that the holding zone designation remained on the lands.

Last Fall your municipality processed an amendment to the by-law to lift the "H" designation. On November 28th, 1975 the Ontario Municipal Board approved the by-law lifting the "H". No increase in density was provided under that by-law.

TO BE RECEIVED.  
SEE DEPUTATION #4(g)

.../2

MACAULAY, PERRY  
BARRISTERS AND SOLICITORS

- 2 -

I-31a

There were certain engineering matters to be dealt with in the case of Block C which are now the subject matter of a new Engineering Agreement with your City. Mr. Richard Belford requested of the writer recently that a new Financial Agreement be provided showing the increase in municipal levies and the introduction of Regional levies since the earlier Agreement.

As we read the earlier Agreement it was meant to extend to and benefit the RM5 lands in Block C. We would appreciate being listed as a deputation for Monday, March 29th to address Council on this matter. Our client has executed the new Engineering Agreement and Hydro Agreements and we understand that all other matters are taken care of except this matter of the Financial Agreement. As there is not now any rezoning or subdivision taking place we must question the unilateral position which apparently is being taken by your municipality on the earlier Agreement.

Yours very truly,

  
Roger R. Elliott

RRE:km  
encls.



I-31h

## The Regional Municipality of Peel

Finance Department

Office of The Commissioner

March 22, 1976.

Mr. Roger R. Elliott,  
Macaulay, Perry,  
Barristers and Solicitors,  
P.O. Box 451,  
Toronto-Dominion Centre,  
Toronto, Ontario.  
M5K 1M5



Dear Mr. Elliott:

Thank you for your letter dated March 18th, at which time you requested the review of enclosures relating to the Centreville Estates in Mississauga with respect to Regional lot levies.

It appears that since the parcel of approximately ten acres is to build approximately 145 townhouses as residential development, the Regional lot levies are required to be paid. This development requires an Engineering agreement and also requires that Regional services be provided and it is therefore that Regional lot levies are applicable, at the rate established by Regional Council on February 19th, 1976. An Engineering agreement is required before development can occur and it is suggested that prior to the completion of the Engineering agreement you submit to the Region a statement by your Company that you agree to pay Regional lot levies. Alternatively, you could request that the Financial agreement be reopened for amendment and reconsideration.

Yours very truly,

:ec

C.C: J. Alvarado,  
D. Belford✓

Dirk Peper,  
Treasurer and  
Commissioner of Finance

DEPUTATION #4(A)

CITY OF MISSISSAUGA  
DEPUTATION SUMMARY SHEET

APPEARING AT COUNCIL MEETING OF MARCH 29 1976

DEPUTATION MR. M. BAKER

SUBJECT FILE OZ-1-74

COMMENTS: MR. BAKER IS APPEARING BEFORE COUNCIL TO REQUEST COUNCIL  
TO ALLOW THE PLANNING DEPARTMENT TO APPROVE THE SITE PLAN  
FOR THE ABOVE RE-ZONING APPLICATION.

SENT TO: MR. R. G. B. EDMUNDS

DATE: MARCH 22/76

FIRST NAMED ON LIST, PLEASE CO-ORDINATE COMMENTS

DEPARTMENT HEAD

COMMENTS:

*No objection*

RECEIVED
REGISTRY NO. <u>2870</u>
DATE <u>MAR 26 1976</u>
FILE NO. <u>02/1174</u>
CLERK'S DEPARTMENT

PLEASE RETURN COMPLETED FORM TO CLERK'S OFFICE ONE DAY PRIOR TO MEETING

IF INSUFFICIENT SPACE, PLEASE USE BACK OF SHEET

DEPUTATION #4(B)

CITY OF MISSISSAUGA

DEPUTATION SUMMARY SHEET

APPEARING AT COUNCIL MEETING OF MARCH 29 1976

DEPUTATION MR. HUGH THOMSON

SUBJECT CONDOMINIUM TOWNHOUSE POLICY

COMMENTS: MR. THOMSON IS APPEARING ON BEHALF OF SYLCO CONSTRUCTION LTD.  
AND V & B INVESTMENTS LIMITED WITH RESPECT TO ITEM #12 OF  
PLANNING COMMITTEE REPORT OF MARCH 3/76 CONCERNING CONDO-  
MINIUM TOWNHOUSE POLICY.

SENT TO: MR. R. G. B. EDMUNDS DATE: MARCH 22/76

FIRST NAMED ON LIST, PLEASE CO-ORDINATE COMMENTS

DEPARTMENT HEAD

COMMENTS:

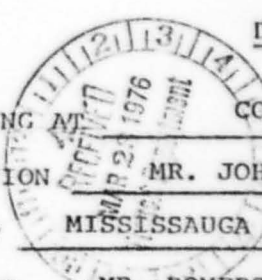
*No objection*

RECEIVED
REGISTRY NO. <i>2917</i>
DATE <i>MAR 29 1976</i>
FILE NO. <i>155-76</i>
CLERK'S DEPARTMENT

PLEASE RETURN COMPLETED FORM TO CLERK'S OFFICE ONE DAY PRIOR TO MEETING

IF INSUFFICIENT SPACE, PLEASE USE BACK OF SHEET

DEPUTATION #4(C)

		CITY OF MISSISSAUGA	
		DEPUTATION SUMMARY SHEET	
APPEARING AT	COUNCIL	FILE NO.	MARCH 29 1976
DEPUTATION	MR. JOHN BOMERS	MEETING OF	
SUBJECT	MISSISSAUGA TRANSIT (ROUTE 17 - STREETSVILLE-SHERIDAN MALL LINE)		
COMMENTS:	MR. BOMERS WILL ADDRESS COUNCIL WITH RESPECT TO THE CANCELLATION OF THE ABOVE ROUTE. ( <del>CONFIDENTIAL</del> ) <del>CONFIDENTIAL</del> )		
SENT TO:	MR. E. J. DOWLING	DATE:	MARCH 22/76
FIRST NAMED ON LIST, PLEASE CO-ORDINATE COMMENTS			
DEPARTMENT HEAD			
COMMENTS:	My memo to the Mayor & Members of Council is attached.		
PLEASE RETURN COMPLETED FORM TO CLERK'S OFFICE ONE DAY PRIOR TO MEETING			

IF INSUFFICIENT SPACE, PLEASE USE BACK OF SHEET





## City of Mississauga

### MEMORANDUM

Mayor & Members of Council

E. J. Dowling

From

Transit Manager

Dept

March 24, 1976.

Ladies & Gentlemen:

SUBJECT: THE CANCELLATION OF ROUTE 17, THE STREETSVILLE SHERIDAN MALL LINE

The Transit Budget, approved by Council, recommended cutbacks in the level of service on some routes and the combining or cancellation of others, in order to stay within the guidelines of the subsidies available from the province.

One of the routes that was recommended to be cancelled is Route 17 from the Streetsville area to Sheridan Mall. From statistics we have compiled, this route on an average month costs approximately \$8,000.00 to operate and the revenue received is approximately \$800.00, producing an approximate \$7,200.00 loss and projected for the year would be \$86,400. The revenue returned is approximately 10% of the total operating costs and when compared to other routes, it is one of the lowest revenue producing routes in the system. Therefore the recommendation was made to have Route 17 cancelled.

The petition by Mr. Bomers outlines a suggested level of service during the rush-hours and if Council were to approve it, the following costs would apply, estimated on a monthly basis:

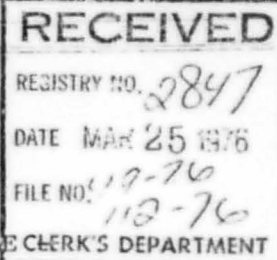
#### PLAN 1A

Six runs per day; Monday through Saturday,		
Monthly operating hours 150 @ \$18.00	=	\$2,700.00
Passenger estimated from statistics		
kept on rush-hour periods:		
1,900 pass. @ 27.5¢	=	522.00
Total Deficit		\$2,178.00

% of revenue to cost = 19.3

#### PLAN 1A

New Fare Structure:		
Operating Costs	=	\$2,700.00
Passengers, 1,900 @ 38¢	=	722.00
Total Deficit		\$1,978.00





Mayor & Members of Council.

% of revenue to costs = 26.4

Estimated cost for balance of 1976:

Operating costs	=	\$24,300.00
Revenue	=	6,298.00

Total Deficit	\$18,002.00
---------------	-------------

% of revenue to costs = 25.9

PLAN 1B

Six Runs per day; Monday through Friday,

Monthly operating hours 126 @ \$18.00	=	\$ 2,268.00
---------------------------------------	---	-------------

Passengers estimated from statistics

kept on rush-hours, excluding Saturdays: 1,800 pass. @ 27.5	=	495.00
--	---	--------

Total Deficit	\$ 1,773.00
---------------	-------------

% of revenue to costs = 21.8

PLAN 1B

New Fare Structure:

Operating costs	=	\$ 2,268.00
Passengers 1,800 @ 38¢	=	684.00

Total Deficit	\$ 1,584.00
---------------	-------------

% of revenue to costs = 30.1

Estimated costs for the balance of 1976:

Operating costs	=	\$20,412.00
Revenue	=	5,967.00

Total Deficit	\$14,445.00
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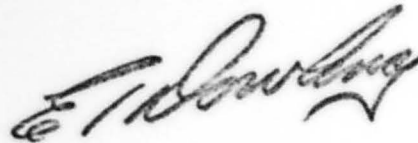
% of revenue to costs = 29.2

Mayor & Members of Council.

Mr. Bomers Plan 2, which I have not calculated, would be just as costly, as we would still have to pay an operator for an 8 hour period and with wages representing an approximate 60% of our total costs, we must utilize them to our maximum benefit.

Therefore, should Council consider re-establishing a service on Route 17, I would make the following recommendations:

1. That the service be operated on an Monday through Friday basis, with six daily trips (3 in the A.M. and 3 in the P.M.)
2. That Council approve additional funding to be credited to the Transit Budget in the amount of \$14,500.00 to offset the projected loss.



E. J. Dowling,  
Transit Manager.

/mf

DEPUTATION # 4(E)

CITY OF MISSISSAUGA

DEPUTATION SUMMARY SHEET

APPEARING AT COUNCIL MEETING OF MARCH 29 1976

DEPUTATION MR. KELLY ROBERTSON

SUBJECT VILLAGE OF MEADOWVALE (PROPOSED ROAD DIVERSION)

COMMENTS: MR. ROBERTSON, ON BEHALF OF THE MEADOWVALE VILLAGE  
RESIDENTS, WILL APPEAR TO ADDRESS COUNCIL WITH REFERENCE  
TO A REPORT BY THE TASK FORCE ESTABLISHED TO CONSIDER THE  
PROPOSED ROAD DIVERSION AFFECTING THE VILLAGE OF MEADOWVALE.

SENT TO: MR. W. P. TAYLOR ✓ DATE: MARCH 22/76  
MR. R. EDMUNDS

FIRST NAMED ON LIST, PLEASE CO-ORDINATE COMMENTS

DEPARTMENT HEAD

COMMENTS: No comments as this study is  
under the direction of Region  
and we have not as yet been advised  
of the Region's findings. //  
A. J. [Signature]

RECEIVED

REGISTRY NO. 2866

DATE MAR 26 1976

FILE NO. 18-76

CLERK'S DEPARTMENT

PLEASE RETURN COMPLETED FORM TO CLERK'S OFFICE ONE DAY PRIOR TO MEETING

IF INSUFFICIENT SPACE, PLEASE USE BACK OF SHEET

DEPUTATION # 4(F)

CITY OF MISSISSAUGA  
DEPUTATION SUMMARY SHEET

APPEARING AT COUNCIL MEETING OF MARCH 29 19 76

DEPUTATION MR. J. DOUGLAS HANSON

SUBJECT MAGIC MEADOWS LIMITED (FILE T-22330)

COMMENTS: MR. HANSON WILL APPEAR BEFORE COUNCIL ON BEHALF OF MAGIC  
MEADOWS LIMITED, WITH RESPECT TO THIS PROPOSED PLAN OF  
SUBDIVISION. THIS MATTER WAS REFERRED TO COUNCIL ON  
MAR. 29/76 BY GENERAL COMMITTEE ON MAR. 17/76

SENT TO: MR. R. G. B. EDMUNDS DATE: MAR. 22/76

FIRST NAMED ON LIST, PLEASE CO-ORDINATE COMMENTS

DEPARTMENT HEAD

COMMENTS: John Greenman from the School  
Board will attend Council  
Meeting, and will also write  
letter explaining in more detail  
the difficulty in school site acquisition

RECEIVED

REGISTRY NO. 2869

DATE MAR 20 1976

FILE NO. T22330

CLERK'S DEPARTMENT

PLEASE RETURN COMPLETED FORM TO CLERK'S OFFICE ONE DAY PRIOR TO MEETING

IF INSUFFICIENT SPACE, PLEASE USE BACK OF SHEET



DEPUTATION #4(H)

CITY OF MISSISSAUGA  
DEPUTATION SUMMARY SHEET

APPEARING AT COUNCIL MEETING OF MARCH 29 1976  
DEPUTATION MR. D. HOERZ  
SUBJECT CITY CORE AREA PLAN  
COMMENTS: MR. HOERZ WISHES TO ADDRESS COUNCIL WITH RESPECT TO  
THE CORE AREA AND RELATED MATTERS.

SENT TO: Mr. R. Edmunds

RECEIVED

REGISTRY NO.

DATE MAY 26 1976

MARCH 29/76

FIRST NAMED ON LIST, PLEASE CO-ORDINATE COMMENTS

FILE NO.

CLERK'S DEPARTMENT

DEPARTMENT HEAD

COMMENTS: This gentleman made a major presentation  
to the Task Force on the Official Plan  
He developed his own somewhat utopian  
concept of how the City should  
develop.

My discussions with him indicate  
he is upset that the City has not  
accepted his ideas in total in  
particular he is upset about the release  
of Tavo properties land which he sees as  
part of the City Core

PLEASE RETURN COMPLETED FORM TO CLERK'S OFFICE ONE DAY PRIOR TO MEETING

IF INSUFFICIENT SPACE, PLEASE USE BACK OF SHEET

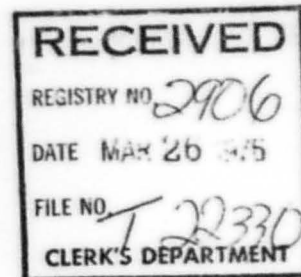


# The Peel Board of Education I-32

Director of Education and Secretary • Superintendent of Academic Affairs • Superintendent of Business Affairs and Treasurer  
J.A. Fraser, B.A., M.Ed. C. L. Dobson, M.A. H.J.A. Brown, B.A.

March 26, 1976

Mr. T. Julian  
Clerk  
City of Mississauga  
1 City Centre Drive  
Mississauga, Ontario



Dear Sir:

Re: Monticello Enterprises Ltd. and  
Idlewylde Developments (Ont.) Ltd.

The letter of January 23, 1976 referred to "unforeseen difficulties" with reference to the Sherwood Forrest area.

While there is a block of land in the Sherwood Forrest area which has been referred to as a school site, the Board has been unable to secure an agreement for its purchase.

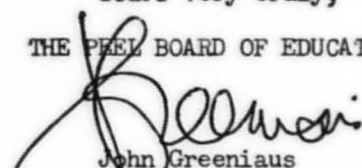
The Board is faced with the possibility of being unable to service the Sherwood Forrest area with school facilities.

The unforeseen difficulties involve the lack of an agreement and an attempt by the Board to assess its position.

It is hoped that this provides some clarification.

Yours very truly,

THE PEEL BOARD OF EDUCATION

  
John Greeniaus  
Planning Officer - Property

JG/jr

c.c. J. Pallett  
R.G.B. Edmunds  
D.G. Lawson

*Meadowlands* NURSERY LIMITED  
"HOME OF THE GREEN THUMB"

MISSISSAUGA ROAD. (1/2 MILE NORTH OF 401 HIGHWAY)

R. R. 3. - MISSISSAUGA - ONTARIO - TELEPHONE 826-1501



I-33

1364 Islington Avenue,  
Islington, Ontario.

March 16, 1976.

<b>RECEIVED</b>	
REGISTRY NO.	2916A
DATE	MAR 26 1976
FILE NO.	120-76.
CLERK'S DEPARTMENT	

Mayor Dobkin & Members of Council,  
City of Mississauga,  
Municipal Offices,  
One City Centre Drive,  
Mississauga, Ontario.

Dear Mayor Dobkin;

I do appreciate your prompt answer to my letter of February 27 with regard to the matter of doubling the residential levy and your explanation of the problem.

It is most difficult for lay people such as myself to understand fully the financial complications of administering an operation the size of the City of Mississauga. Nevertheless one does not have to be a musician to appreciate good music or to recognize some of its failings. It appears to me that something in Mississauga is amiss. Also, I am cognizant of the fact that you are aware of any short comings and that you and your Council are trying to do everything possible to correct and improve the operation for the benefit of all the residents.

If I may be permitted a suggestion, it occurs to me, as well as to many others in the municipality that the "quality of living" aspect of the area seems to take precedence over the more pressuring demands such as servicing of lands for house building industry and commercial uses. Is it really necessary that we have so many parks, so many swimming pools, so many recreational centers (such as the white elephant at Huron Park), so many skating rinks, so many libraries, buses on every corner and last but not least, the tremendous expenditures on conservation and environmental control?

I have attached an article from the March 5 Star showing where the Halton Regional Conservation authority are spending nearly \$6½ million, double that of last year. It would appear that there are a lot of unnecessary cushy jobs created for people in the Conservation and the Environmental Control Departments, and probably that aspect has been over done with its attendant costs, as well as interference with the activities of our industries.

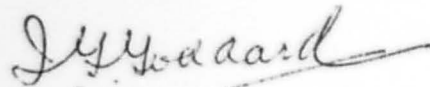
11  
Mayor Dobkin & Members of Council,  
City of Mississauga,  
Page 2 .....

Let me say in contrast that I am not opposing the necessary recreational facilities, but I am saying that I think we have gone overboard in the municipality in this direction. This could be the cause of the huge deficit rather than that of servicing lands for building needed homes for people.

Also, it is worthwhile to point out that the developers, particularly those in the western part of the town have provided their own recreational facilities, such as lakes, parks, etc., it would appear that this is an advantage to the development companies since they can promote these advantages to sell their product.

I do appreciate that the problem is complex and that consideration is being given to all aspects in order to, as you say, manage growth within the municipality.

Yours very truly,



I. G. Goddard.

IGG/ld



City of Mississauga

MEMORANDUM

I-34

To MAYOR AND MEMBERS OF COUNCIL

From COUNCILLOR DAVID J. CULHAM

Dept. \_\_\_\_\_

Dept. \_\_\_\_\_

March 29, 1976

Ladies and Gentlemen:

An application to the Committee of Adjustment on Thursday, March 4, 1976 and to the Land Division Committee (Sub. 'A' 26/76) was granted after some consideration. The property is Lot '8' Reg. Plan 366, 2452 Glengarry Road.

I strongly disagree with this move and would ask Council to make an appeal to the Ontario Municipal Board:

1. Planning Staff report was not in favour for the reasons stated in the report.
2. It would sterilize future development that would be a much better design for the community.
3. This development would virtually make it impossible to get the needed walkway from Old Carriage Road. This walkway is necessary for present and future development.

Other alternatives are open to the City to encourage appropriate development, such as removing the need for a 66 foot road allowance and sidewalks on one side.

I would like to see us look at the best possible development scheme, and then make necessary compromises to achieve such a development, rather than encourage haphazard design.

*Cul*

DJC/ir



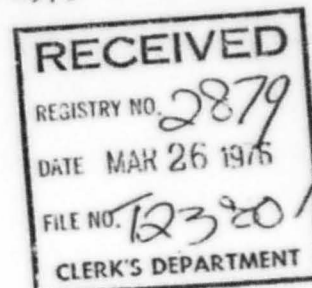
GATLIFFE CONSTRUCTION LIMITED

BOX 97, MALTON POST OFFICE  
MISSISSAUGA, ONTARIO L4T 1A0

I-35

March 23, 1976

Mr. T. L. Julian,  
City Clerk,  
City of Mississauga,  
One City Centre Drive,  
Mississauga, Ont.



Dear Mr. Julian,

Re: Fieldgate Drive Subdivision  
T-23801 City File 73-087

With regard to the above, we have been advised by R.E. Winters & Associates to forward to you the attached letter for presentation to the Mayor and Council.

We would appreciate it if you could do this at the next Council Meeting.

Yours very truly,  
GATLIFFE CONSTRUCTION LIMITED.

A handwritten signature in cursive script, appearing to read "James Ball", written over a horizontal line.

enc.

TO BE RECEIVED. NOTICE OF PRE-SERVICING  
OF LANDS LOCATED SOUTH OF GOLDMAR DRIVE,  
EAST OF DIXIE ROAD AND NORTH OF DUNDAS ST.



His Worship the Mayor  
and members of Council,  
City of Mississauga,  
One City Centre Drive,  
Mississauga, Ontario.

RE: T-23801  
CITY FILE NUMBER 73-087

ATTENTION: Mr. T.L. Julian,  
City Clerk

March 23, 1976

Dear Sirs:-

In consideration of the City of Mississauga allowing services to be installed in the subject proposed subdivision, prior to registration of the plan, the company (as owner) covenants and agrees as follows:

1. The developer acknowledges that by proceeding with these services in advance of registration of a plan of subdivision, the developer is doing so totally at its own risk.
2. To allow the City, its employees, servants and agents to enter the lands at all reasonable times and for all reasonable purposes, including and without limiting the generality of the foregoing, for all necessary inspections, and to correct any drainage problems, and to correct or eliminate any other nuisance, such as dust, garbage and debris, excavations, old buildings etc. and the cost incurred by the City in so doing shall be a charge to the owner.
3. To submit a cash deposit as required by the Engineering Agreement (5%) for a maximum of \$10,000.
4. To indemnify the City, its employees servants and agents (and the Hydro Commission and Regional Municipality of Peel), against all actions, causes of actions, suits, claims and demands whatsoever, which may arise either directly or indirectly by reason of the pre-servicing, and the owner undertaking the construction of the work within the proposed subdivision.
5. To proceed with the development in accordance with the attached schedule of performance and should active development of the land come to a termination, to smooth, grade and seed the site to renew vegetation, and prevent erosion problems, and upon any failure in performing this obligation, to allow the City to enter upon the lands and carry out the work deemed necessary by the Engineering Dept., with the costs incurred by the Town to be a charge upon the owner.
6. To allow the City to draw on the cash deposit under Clause 3 above for the completion of any works considered necessary by the City Engineer including those indicated under Clauses 2 and 5 and other works such as rectification of drainage problems and cleanup of existing roads upon verbal notification to the Consulting Engineer.
7. To require these undertakings and covenants to be assumed by any successor in Title, to the effect that the obligations and covenants herein shall be binding upon executors, administrators, successors, and assigns.

Yours very truly,  
GATLIPPE CONSTRUCTION LTD. & SUPERIOR  
HEIGHTS LTD.

Per: James B. L.

c.c. Mr. W.P. Taylor



Executive Group

## SHIPP CORPORATION LIMITED

TWENTY-THREE APPLEWOOD VILLAGE, MISSISSAUGA, ONTARIO, L4Y 1A6  
TELEPHONE: (416) 275-2750

I-36

March 25th, 1976

Mayor Martin L. Dobkin, M. D., and Councillors,  
Corporation of the City of Mississauga,  
1 City Centre Drive,  
Mississauga, Ontario L5B 1M2

RE: APPLICATION - APPLEWOOD LANDMARK  
YOUR FILE OZ/59/75

Dear Mayor Dobkin and Councillors,

Further to our comments at the March 8th Council Meeting respecting our liability for municipal levies, we would like to provide some background information which may assist you in evaluating our position on the matter:

1. The following fees, charges, levies, etc. have been advised by the Clerk as due and payable or pending:

a) Planning Fees: \$42.00 per unit x 300 units	\$12,600 (paid)
b) Engineering Inspection Fee	600 (paid)
c) Watercourse Improvement: \$2,000 per acre x 7.2 acres	14,400
d) Road Improvement: \$2,000 per acre x 7.2 ac.	14,400
e) Mud Tracking Deposit	5,000 (paid)
f) Grading Deposit	5,000 (paid)
g) Levies per Agreements dated December 4, 1964 (R. P. 726) and June 11, 1964 (R. P. 716): \$140 per unit x 300 units payable before building permit is applied for	42,000
TOTAL	\$89,800

(Cont'd. ....)

March 25th, 1976

2. Shipp Corporation has received advice from the Region of Peel that Regional levies are not applicable in this case since the site comes under existing 1964 Subdivision Agreements (refer copy of letter dated March 3rd from Mr. D. R. Billett attached).
3. City Solicitor, Basil Clark, Q.C., has been instructed by Council to prepare a legal opinion on whether the current City of Mississauga levies apply to this site or if it comes under existing 1964 Subdivision Agreements.
4. Shipp Corporation's application to amend Zoning By-law 5500, RM7D4 Section 318 to permit 510,000 square feet in lieu of the 313,774 square feet permitted, was approved by Council on November 24th, 1975. This was subsequently amended on February 24th, 1976, to provide for a total number of dwelling units not to exceed 300 condominium tenure, a variety store and a guest suite (Applewood Place, a luxury rental apartment, was approved in 1972 on a similar basis). No change in zoning took place in either case, and the RM7D4 zoning was amended to embrace the construction of a luxury apartment.

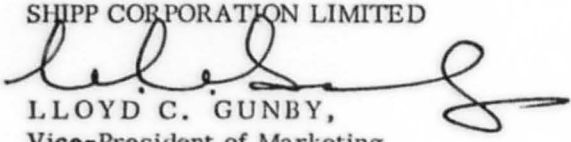
We respectfully submit that the effect of Item 4 above, whereby the Shipp Corporation downgraded the number of apartment dwelling units from 329 to 300, thereby providing for larger accommodation having a reduced population projection because of the adult only restriction, is of real benefit to the community. Furthermore, the amendment imposed no added burden on current or future taxpayers of the City of Mississauga with respect to trunk sewer or water services, school facilities, public transportation, fire protection, police protection, library and etc. No additional levies are, therefore, required to fund related capital expenditures.

5. It may be said that 1976 municipal fiscal requirements are a far cry from 1964, and we agree, but this is not a rational argument for waiving contractual responsibility under a Subdivision Agreement and suggesting that sale prices be increased by current imposts and let the new home buyer absorb the difference (\$1,159.90 per unit).

Applewood Landmark, if permitted to be built without the burden of excessive municipal imposts, will provide another showcase residential property bringing credit to Mississauga and assuring the highest property tax revenue in the future.

Yours very sincerely,

SHIPP CORPORATION LIMITED

  
LLOYD C. GUNBY,  
Vice-President of Marketing





#### 1975 UNITED WAY

Campaign Chairman:  
L. MOFFAT  
Vice-President - Campaign:  
D. CAITHNESS  
Special Events Chairman:  
P. MURPHY  
Public Relations Chairman:  
G. DOBSON  
Campaign Director:  
G. GOTFRIT  
Campaign Co-ordinator:  
D. SCHRAMEK  
Public Relations Director:  
G. LANE

#### PEEL COMMUNITY SERVICES

President:  
R. WILLIAMS K.S.S.  
Vice-President:  
H. BREITHAUP  
Executive Director:  
R. PENNY  
Social Planning Director:  
D. MILLAR

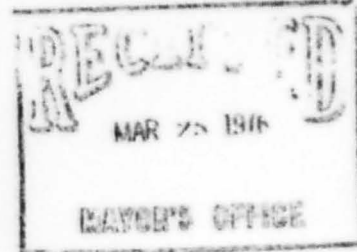
#### UNITED WAY PARTICIPATING AGENCIES

Alpha Epsilon Service Club  
Big Brothers of Peel Region  
Canadian Arthritis and Rheumatism Society  
Canadian Mental Health Association  
Canadian National Institute for the Blind  
Canadian Red Cross Society - North Peel Branch  
Canadian Red Cross Society - Mississauga Branch  
Distress Line  
Elizabeth Fry Society  
Ontario Welfare Council  
Peel Community Services  
Peel Family Services  
Peel Region Y.M. - Y.W.C.A.  
Rapport House Inc.  
Ontario March of Dimes (Rehabilitation Foundation for the Disabled)  
St. Elizabeth Visiting Nurses  
St. John Ambulance - North Peel  
St. John Ambulance - Mississauga  
St. Leonard's House (Peel)  
United Way of Canada  
Victorian Order of Nurses

## UNITED WAY OF PEEL REGION

93 DUNDAS ST. E., SUITE 105, MISSISSAUGA, ONTARIO L5A 1W7 PHONE 270-2321

March 23rd, 1976.



Mayor M. Dobkin,  
Mayor's Office,  
City Hall,  
1 City Centre Drive,  
Mississauga, Ontario.

Dear Mayor Dobkin:

Plans and organization are currently underway for this year's United Way campaign which will be held September 22nd to November 4th. Prior to the campaign, meetings of various kinds and size are conducted. Unfortunately, our own available resources cannot fully facilitate the numerous meetings that are being planned. One of the meetings has been scheduled for the evening of Monday, April 29th, 1976, in the Mississauga Mohawk Room located in the Huron Park Recreation Centre. We understand that a fee is normally assessed for use of this facility but would request that in view of the non-profit nature of our organization, the fee be waived by the City of Mississauga.

We look forward to a positive response from you on this matter.

Sincerely,

*R.S.C. Williams*

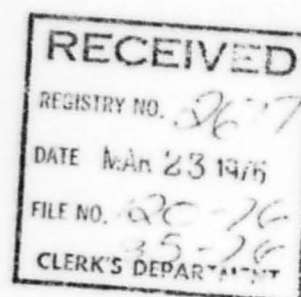
R.S.C. Williams, K.S.S.,  
President,  
Peel Community Services.

I-38

**The Regional Municipality of Peel**

March 22, 1976

Mr. T. L. Julian.  
Clerk  
City of Mississauga  
One City Centre Drive  
Mississauga, Ontario  
L5B 1M2



Dear Sir:

Subject: Regional Lot Levies  
Our Reference AF-51-76

Further to my letter of February 20, 1976, advising of the initial doubling of the base amount of Regional lot levies, please note the following recommendation approved by Council on March 18, 1976:

"That Regional Lot Levies no longer be computed on a per capita basis and that the January 1974 base rate for Regional Levies be changed to read as follows:

"\$1,300.00 per dwelling unit of a single family, semi-detached, Townhouse and other form of low rise multiple type residential development other than apartment dwellings.

For apartment type residential development:

\$600.00 per dwelling unit under 900 sq. ft. in area

\$900.00 per dwelling unit having an area from 900 to 1150 sq. ft.

\$1,200.00 per dwelling unit over 1150 sq. ft. in area."

...2



**Region of Peel**

- 2 -

And further, that the Regional Lot Levy Policy be amended so that the existing discount provisions (for sewer and water) are changed from 20% for each such service to 10% for each such service in recognition of the fact that Council's decision to double Regional levies (76-51-3) was based primarily on the need to provide funds for hospital purposes and solid waste facilities rather than for additional water or sewage works.

*Richard L. Frost*  
Richard L. Frost, M.A.  
Regional Clerk

... *LEB* /ls  
LEB

cc: Mr. W. Munden, Treasurer, City of Mississauga  
Mr. B. Clark, Mississauga City Solicitor

CITY LOT LEVIES

\$309.50 per Capita

- Based on the Following:

Density  
Figures

APARTMENTS AND STACKED TOWNHOUSES:

< 900 sq. ft.	1.9	\$ 588.05
900 - 1150 sq. ft.	3.0	928.50
>1150 sq. ft.	4	1,238.00

TOWNHOUSES, SEMIS, SINGLES:

< 1150 sq. ft.	3	928.50
>1150 sq. ft.	4.2	1,299.90

(SOURCE: General Committee January 22, 1975  
Council January 27, 1975)

REGIONAL LOT LEVIES

SINGLE, SEMI, TOWNHOUSES:

Low Rise Multiple Type Residential other than apartments	1,300/unit	(1,637.66)
--	------------	------------

APARTMENTS:

900 sq. ft.	600/unit	(755.82)
900 - 1150 sq. ft.	900/unit	(1,133.73)
>1150 sq. ft.	1,200/unit	(1,511.64)

(SOURCE: Regional Council March 18, 1976)

UB-1

The following items which were on the General Committee Agenda for Wednesday, March 17, 1976, were not considered at that meeting due to lack of time; consequently, they were referred to the Council Meeting on March 29, 1976:

1. Building Report for the month of March, 1976.

RECOMMEND RECEIPT

File: 171-76

2. Report dated March 1, 1976, from the Commissioner of Engineering, Works and Building, together with a draft by-law to amend By-law 6538, being a by-law regulating the installation of plumbing and drains in the City of Mississauga. Mr. Taylor recommends that the by-law which will have the effect of increasing plumbing and drain fees in Mississauga, be enacted by Council.

RECOMMEND APPROVAL

File: 4-76

3. Report dated March 1, 1976, from the Commissioner of Engineering, Works and Building, with reference to the Ontario Home Renewal Programme.

RECOMMEND ADOPTION

File: 200-75

4. Report dated March 11, 1976, from the Commissioner of Engineering, Works and Building with reference to Sherwood Forest East, Magic Meadows Ltd., T-22320. Mr. Taylor recommends that in accordance with his report dated March 11, 1976, Magic Meadows Limited have building permits made available to them as per the clauses of their engineering agreement and that the \$2,000.00 per gross acre levies for major road improvements and major watercourse improvements be required to be paid prior to the execution of these agreements in the normal fashion.

RECOMMEND ADOPTION OF MR. TAYLOR'S REPORT

File: T-22320

March 29, 1976

-2-

5. Report dated March 5, 1976, from the Commissioner of Recreation and Parks with reference to a Conservatory and Public Gardens. The letter dated December 10, 1975, from the Cloverleaf Garden Club, is also attached. Mr. Halliday recommends that his Department, with the assistance of the Planning Department, prepare a report for consideration by Council on building and developing a Conservatory and Public Gardens in the City; the report to cover the following points: location, area of land, size of building(s), overall programme and function, cost-capital and operating, source of funding, timing.

RECOMMEND ADOPTION

File: 10-76

6. Memorandum dated March 3, 1976, from Councillor D. Culham with reference to Dog Wastes in Public Parks.

RECOMMEND THAT THIS BE REFERRED TO STAFF FOR A REPORT AS SET OUT IN COUNCILLOR CULHAM'S MEMORANDUM.

File: 10-76

7. Letter dated March 1, 1976, from the Region of Peel with reference to the Draft Plan, Parkway Belt West January 1976, Region of Peel's Response. The report referred to in the letter is enclosed with the agenda.

RECOMMEND RECEIPT

File: 151-76  
140-76

8. Report 3-76 of the Environmental Advisory Board meeting held on March 1, 1976.

RECOMMEND ADOPTION

File: 164-76



March 29, 1976

-3-

9. Report 4-76 of the Condominium Development Committee meeting held on March 9, 1976.

RECOMMEND ADOPTION

File: 155-76

10. Report 4-76 of the Planning Committee meeting held on March 3, 1976.

RECOMMEND ADOPTION

File: 109-76

NOTE:

Item 12 of the above report deals with the Condominium Townhouse Policy. One recommendation is that the Planning Committee recommendation with reference to the freeze on condominium townhouse projects, be rescinded. Application OZ-83-75, Sylco Construction Limited and V & B Investments Limited, was deferred pending resolution of that particular recommendation. General Committee, on February 4, 1976, recommended that the application be released for processing; however, that the proposed townhouses be based on freehold and not condominium. A decision must now be made whether or not to release the application and on what basis.

NOTE: (2) Item 5, OZ-99-73, Pitfield Construction, was dealt with on March 17, 1976.

11. Voting Delegate Accreditation Form from the Canadian Federation of Mayors and Municipalities. The 39th Annual Conference is being held June 15 to 18 in Vancouver, B.C. The City of Mississauga has 5 voting delegates for the Conference and the following persons have indicated they wish to attend: Mayor Dobkin; Councillors Kennedy, Spence, Killaby, McCallion, and Searle. It will be necessary to appoint the voting delegates.

File: 37-76



March 29, 1976

-4-

12. Report dated March 8, 1976, from the Commissioner of Planning with reference to the Shell Canada Self Serve Gas Station at the north-west corner of Burnhamthorpe and Dixie Roads. Also attached is the correspondence from the Region of Peel. A decision must be made whether or not to approve the site plan.

File: 156-76

13. Draft by-law to appoint Gardiner, Roberts, Barristers and Solicitors, as Counsel for all purposes connected with the preparation and approval of the new Official Plan for the City.

File: 140-76  
2-76

14. Letter dated March 8, 1976, from Magic Meadows Limited, as a result of Mr. Hanson's deputation before Council on March 8, 1976. Related material is also attached, including a letter dated January 23, 1976, from the Board of Education. Council, on March 8, 1976, directed that this matter be considered at this General Committee meeting.

File: T-22330



City of Mississauga

MEMORANDUM

To General Committee  
Dept.

From Keith A. Cowan, P. Eng.  
Director of Building Standards  
Dept. Engineering, Works and Building

BUILDING REPORT March 2, 1976

CONSTRUCTION VALUE FOR THE MONTH OF FEBRUARY, 1976

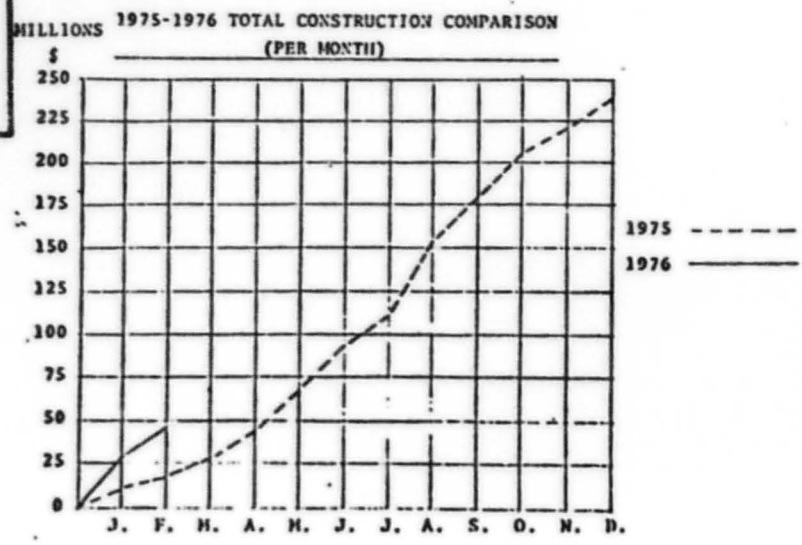
	FEBRUARY, 1976	TOTAL TO END OF FEBRUARY, 1976	TOTAL TO END OF FEBRUARY, 1975
RESIDENTIAL	\$ 14,507,224.00	\$ 25,865,524.00	\$ 9,235,060.00
COMMERCIAL	1,480,818.00	1,940,107.00	679,288.00
INDUSTRIAL	2,105,100.00	4,147,300.00	2,108,278.00
SCHOOL	360,000.00	360,000.00	1,529,000.00
CHURCH	-	-	-
CITY	2,310,000.00	2,310,000.00	-
GOVERNMENTAL	-	12,647,000.00	6,204,050.00
	\$ 20,763,142.00	\$ 47,269,931.00	\$ 19,755,676.00

NEW DWELLING UNITS	434	775	317
PERMITS ISSUED	334	531	359
NEW INDUSTRIAL BUILDINGS	3	7	2
NEW COMMERCIAL BUILDINGS	3	3	1

COMMENTS: The value of Residential Building Permits for the first two months of 1976 is almost triple that of the same period in 1975. This heavy activity is very unusual for this time of year.

As well, Industrial and Commercial activity is showing a welcome increase to a rate double that of 1975. Judging by the volume of enquiries and applications for permits, the present pace will be sustained into March at least.

RECEIVED  
REGISTRY NO. 2090  
DATE MAR 4 1976  
FILE NO. 171-76  
CLERK'S DEPARTMENT



RESIDENTIAL SUMMARY FOR THE MONTH OF FEBRUARY, 1976

*1-A*

<u>Single</u>	<u>Semi Detached</u>	<u>Apt. Over Stores</u>	<u>Apartment Buildings</u>	<u>Row Dwellings</u>	<u>Multiple Horizontal Dwellings</u>
63	160	-	-	1 - 163 1 - 10 1 - 17 1 - 21	-

MULTI-RESIDENTIAL BREAKDOWN FOR THE MONTH OF FEBRUARY, 1976

Row Dwellings

<u>Owner</u>	<u>Location</u>	<u>Value</u>	<u>Units</u>
Balsam Woods Construction 170 Donway West Don Mills, Ontario	1050 Shawnmarr Road	\$4,538,000.00	163
Cadillac Fairview Corp. 12 Sheppard Avenue East Toronto, Ontario	6160 Townwood Court, Units 28-48	\$ 522,000.00	21
"	6199 Townwood Court, Units 1-10	\$ 234,000.00	10
"	6161 Townwood Court, Units 11-27	\$ 395,000.00	17
		<u>\$5,689,000.00</u>	<u>211</u>

NEW INDUSTRIAL BUILDINGS FOR THE MONTH OF FEBRUARY, 1976

<u>Owner</u>	<u>Location</u>	<u>Value</u>	<u>Size</u>
S. Dodson Construction	5586 Ambler Drive	\$246,000.00	28,898 sq.ft.
"	5570 Ambler Drive	\$204,000.00	23,946 sq.ft.
Kondro Holdings Limited	2265 Royal Windsor Dr.	\$680,000.00	97,075 sq.ft.

*K. A. Cowan*

Keith A. Cowan, P. Eng.  
Director of Building Standards  
Engineering, Works and Building Dept.



City of Mississauga

MEMORANDUM

4-76  
ENGINEERING DEPARTMENT

2

To: Mayor Dobkin, M.D. and  
Dept. Members of General Committee

From: William P. Taylor, P. Eng.  
Commissioner,  
Dept. Engineering, Works & Building

March 1, 1976.

SUBJECT

Proposed amendment to By-law 6538, being a by-law regulating the installation of plumbing and drains in the City of Mississauga.

ORIGIN

Staff recommendation.

COMMENTS

The charges presently in use for Plumbing and Drain Permits, in the City of Mississauga, have not been changed since May 1971.

It is our opinion, that with the increased cost of carrying out inspections relative to the above mentioned by-law that the schedule of fees should be adjusted to reflect current costs. It is the aim of this Section to remain self supporting financially.

The effect of these proposed increases would be to bring our charges in line with those of nearby Municipalities and at the same time to make the Section self supporting financially. The changes in fees, vary considerably from what are presently in existence but the net result of all the changes would be to increase fees by about 30% on the average. The form of this proposed By-law amendment has been approved by the Legal Department of the City.

CONCLUSION

Plumbing and Drain Fees in this Municipality should be revised upwards to reflect present day costs.

RECOMMENDATION

That the attached amendment to By-law 6538, which would have the effect of increasing plumbing and drain fees in Mississauga, be approved and forwarded to Council for enactment.

*William P. Taylor*

William P. Taylor, P. Eng.  
Commissioner,  
Engineering, Works & Building Dpt.

*KAE/pw*



THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER.....

2A

A By-law to amend By-law Number 6538 as amended.

The Council of The Corporation of the City of Mississauga pursuant to Section 64 of the Ontario Water Resources Act, R.S.O., 1970, Chapter 332 and amendments thereto and the Ontario Regulations 647 and amendments thereto ENACTS as follows:-

By-law Number 6538 as amended, being a City of Mississauga By-law to regulate and require inspection of Plumbing and Drainage installations and to require Permits and Fees for the inspections thereto is hereby amended.

1. By deleting Subsection 6 and replacing it with the following Subsection 6 which will read as follows:

- 6 (1) No plumbing or drainage permits shall be issued until the following minimum fees shall have been paid.

(2) PLUMBING PERMIT FEES.

(a) a primary vented trap serving one or more plumbing fixtures or appliances	... \$5.00
(b) a hot water storage heater	... \$4.00
(c) a hot water storage tank	... \$4.00
(d) a water softener	... \$4.00
(e) a rainwater leader, per opening or inlet	... \$4.00
(f) a backflow preventer	... \$4.00
(g) a floor drain	... \$4.00
(h) a grease, oil or sediment interceptor	... \$4.00
(i) a sewage pump or ejector serving more than one fixture	... \$4.00
(j) a group of indirect waste pipes serving more than one fixture or appliance	... \$4.00
(k) five feet or more of water distributing piping without fixtures	... \$4.00
(l) three feet or more of waste or vent piping without fixtures	... \$4.00
(m) for the conversion of plumbing from septic tank to a sanitary drain	... \$8.00
(n) for an additional or special inspection	... \$7.50
(o) for a renewal of a permit	... \$5.00

(3) DRAIN PERMIT FEES

(a) for any single family dwelling or semi-detached dwelling - per drain	... \$8.00
(b) for any row dwelling - for all internal drains per dwelling unit	... \$5.00



6 (3) CONTINUED.

2-B

- (c) for any other type of development including site servicing - for each inch of inside pipe diameter per 100 feet or part thereof ...\$1.50
- (d) for each manhole or area drain serving other than a single family dwelling ...\$4.00
- (e) for each floor drain ...\$4.00
- (f) for the construction, repair, renewal or alteration of less than 10 feet of sewers or drains ...\$5.00
- (g) for an additional or special inspection ...\$7.50
- (h) for renewal of a permit ...\$5.00

(4) Where a plumbing or drainage permit has not been acted upon and in the event that the holder of the permit returns same for cancellation prior to commencement of the work, the holder of the permit shall be entitled to a refund of one-half the permit fee paid, provided, however, that no refund shall be made which shall result in the retention by the Corporation of the City of Mississauga a sum of less than five dollars (\$5.00).

ENACTED and PASSED this..... day of ....., 1976



Mayor \_\_\_\_\_

Clerk \_\_\_\_\_



3-A



**CITY OF MISSISSAUGA**  
**Ontario Home Ren:wal Program**

**Dear Homeowner:**

The Ministry of Housing has made available to the City of Mississauga an amount of money for the purpose of assisting modest income homeowners to upgrade their homes by repairing any substandard conditions, i.e. structural repairs, sanitary conditions, plumbing, heating and electrical systems.

This program is particularly directed to homeowners whose adjusted family income is \$12,500.00 or less.

For further information, please phone the City of Mississauga, 279-7600 Ext. 444.



## City of Mississauga

### MEMORANDUM

4

RECEIVED

To	Mayor & Members of	REGISTRY NO. 2327	From	Mr W P Taylor P Eng
Dept.	General Committee	DATE MAR 12 1976	Dept.	Commissioner Eng, Works & Bldg
		FILE NO. 120330		
		CLERK'S DEPARTMENT		

March 11/76  
Request #110-76

Eng Dept Files: PN 74-060  
04-00-150.2/11 141 00011

SUBJECT: SHERWOOD FOREST EAST - MAGIC MEADOWS LTD  
Residential Plan of Subdivision; Area Z-17  
T-22330

ORIGIN: A letter addressed to the Mayor & Council,  
dated March 4 1976, from Mr J W Switzer, acting  
on behalf of Magic Meadows Ltd - Request #110-76.

COMMENTS: Mr Switzer, in his letter, informed Council that  
this subdivision is proceeding to registration and  
is a plan of subdivision of 138 single family lots  
in the Sherwood Forest area. Mr Switzer requests,  
in his letter, the following two items:

- (A) the issuance of building permits for ten (10)  
model homes at the time of registration; and
- (B) that the \$2,000.00 per gross acre major water-  
course improvement levy and the \$2,000.00  
major road improvement levy not be required  
to be paid at the time of registration but  
at the time of the issuance of the first  
building permit (excepting of course the  
issuance of building permits for the ten  
model homes).

The standard engineering agreement which a Developer  
signs, including Magic Meadows Ltd., contains cer-  
tain specific clauses pertaining to the issuance  
of building permits (including those of model homes).  
These standard conditions require the Developer to  
have had all the underground services constructed  
(ie sanitary sewers, storm sewers and watermains)  
and approved by the Region and the City Inspection  
Departments and also have constructed a suitable  
builder's road for the particular lots in question



COMMENTS: (Continued)

prior to the issuance of building permits. These requirements, in particular, ensure that proper services at known elevations are available to each builder's lot and also assures that the proper access for construction vehicles is available to lots for which building permits are being applied.

The \$2,000 per gross acre levies for major road improvements and major watercourse improvements are applicable to all types of land development in the City which have not had an engineering agreement executed as of July 30 1975. This standard policy requires that this payment be made by the Developer prior to the execution of the engineering agreement by the City. The Engineering Department has been making it a standard practice to require the engineering agreements to specify the amount to be paid prior to the execution of that agreement, this outlined in the development costs summary schedule of the engineering agreement.

The developers of effectively the first phase of this development - being Sherwood Forest West - made a similar application to the City by letter dated December 5 1975 for the issuance of twelve (12) building permits for model homes at the time of registration (prior to normal minimal services being available).

The Developers of Sherwood Forest West, some of the principles of that subdivision being the same as those for Magic Meadows Ltd., also made a similar application to Council not to be required to pay the \$2,000 per gross acre levies for major roads and watercourses until the first building permit was issued (except building permits for model homes) for which special consideration was then granted by Council.

.....Cont'd.....

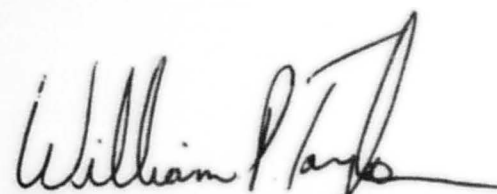


4-B  
/Cont'd; Mayor & Members of Gen Ctte  
Re: Sherwood Forest East; PN 74-060

Page 3  
March 11/76

RECOMMENDATION: That in accordance with the report from the Commissioner of Engineering, Works & Building, dated March 11 1976, Magic Meadows Limited, T-22330, have building permits made available to them as per the clauses of their engineering agreement and that the \$2,000 per gross acre levies for major road improvements and for major watercourse improvements be required to be paid prior to the execution of these agreements in the normal fashion.

Yours very truly,



William P Taylor P Eng  
Commissioner  
Engineering Works & Building

B.

SDL:psp

MAM



## City of Mississauga

### MEMORANDUM

5

To General Committee of Council, From Mr. E.M. Halliday,  
City of Mississauga Dept. Recreation and Parks  
Dept. \_\_\_\_\_

March 5, 1976

**SUBJECT:** CONSERVATORY AND PUBLIC GARDENS

**ORIGIN:** Presentation by the Cloverleaf Garden Club to Council, February 23, 1976. Request 98-76.

**COMMENTS:** The report and presentation by Mr. Campbell of the Cloverleaf Garden Club is an indication that there is general public interest in establishing a Conservatory and Public Gardens in the City. As you are aware the City only has one small greenhouse under its jurisdiction and because of its size, location and that it is a working greenhouse, there is no possibility opening it to the public. A proper Conservatory with the necessary auxiliary facilities (meeting rooms, parking, garden areas, etc.) is required. In the 1976 Capital Budget we have proposed that funds be set aside to acquire the necessary site and build the first phase of a Conservatory, however, it did not receive approval.

The Cloverleaf Garden Club recommended: "That a study be made by your Parks Department based on the criteria in Section 7 (of the report), the funding required and, the possible source of the funds, the study to be completed within a set period such as three months. We would be prepared to give assistance where we can."

We concur with the recommendation in principle and will be pleased to have their assistance wherever possible. We can not, however, promise to have the study completed in three months time due to resources and other commitments. We see the study being completed in August-September, 1976.



5-A

General Committee of Council  
Page 2  
March 5, 1976

RECOMMENDATION:

That the Recreation and Parks Department with the assistance of the Planning Department, prepare a report for consideration by Council on building and developing a Conservatory and Public Gardens in the City. The report to cover the following points: location, area of land, size of building(s), overall programme and function, cost - capital and operating, source of funding, timing.

:ww

*E.M. Halliday*  
E.M. Halliday,  
Commissioner

# Cloverleaf Garden Club

Mississauga

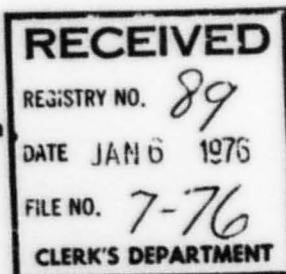


Port Credit

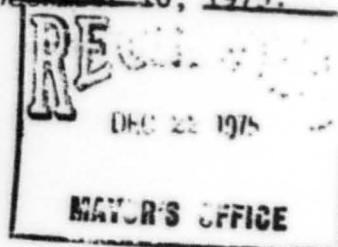
5-B

His Worship Mayor Dobkin,  
Members of Council,  
City of Mississauga  
1 City Centre,  
Mississauga, Ontario.

Gentlemen:



560 Shenandoah Drive,  
Mississauga, Ontario.  
December 10, 1975.



With the rapid development of Mississauga, the available properties for Parks and Public Gardens are being eliminated.

As a concerned group of citizens we are of the opinion that if a Public Garden worthy of the area is not planned in the near future it will be too late.

We have gardens all around us such as the Edwards Gardens in the west, the Horticulture Centre in Etobicoke and the Royal Botanical Gardens in Burlington. But there is nothing of real importance in this area, an area which is probably the most compatible to such a development.

Many Public Works are being built in the Province such as Sports complexes, swimming pools etc., which cater to a select few. A Public Gardens on the other hand can have appeal and give pleasure to a large segment of the community. We have made enough inquiries to satisfy ourselves that there would be support from many areas and some financial support would be forthcoming.

May we ask for your consideration of the above and request that we be allowed to make a presentation to yourself and Council toward the end of February 1976.

Yours very truly,

R. W. Rogers,  
President,  
CLOVERLEAF GARDEN CLUB

/s

TO BE RECEIVED





**City of Mississauga**  
**MEMORANDUM**

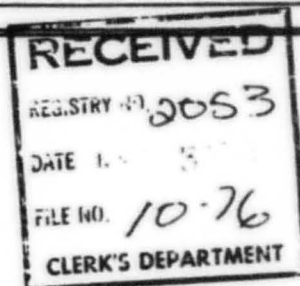
6

To Mrs J. Lefeuve  
Committee Co-Ordinator  
Dept. General Committee

From Councillor David J. Culham  
Dept. Ward 6

March 3, 1976

Re: General Committee Meeting-March 10, 1976  
Dog Wastes in Public Parks



Many calls have come in, no doubt duplicated in all the wards, about dog excrement in our Parks.

This problem drew public attention in 1973 and in 1974, and involved some debate and humorous public reply. This problem is particularly bad at this time of year with the snow melting away in our Parks. People are walking their dogs in the Parks for this purpose, so as to avoid cleanup in their own yards.

It is obvious that it would be far too costly to attempt a control program, or to ask the Recreation and Parks to cleanup the problem at this time of year. A by-law covering this problem does exist in Port Credit, but it has rather unknown benefits. In my view, people would respond in a more positive fashion if they were aware that the community at large is desirous of more control.

A general policy response across the City could involve far too much public capital with very little results. Clearly, we should respond only in those areas that citizens indicate are problems, and should only respond where citizens are willing to assist in limiting the problem by their own participation. With these items in mind, I suggest the following:

1. That staff report on:
  - (a) The appropriateness of having a similar control by-law to Port Credit and,
  - (b) The difficulty of enforcement of by-laws for the subject.
2. That our Parks Policy be amended if necessary to state explicitly that our Parks are not appropriate places for the elimination of dog wastes.
3. That signs of a uniform design be posted at our Park entrances notifying the public of this policy.

2.....



6A

Re: General Committee Meeting-March 10, 1976 March 3, 1976  
Dog Wastes in Public Parks

4. That such signs be posted on the following conditions:
- (a) That they be installed only after complaints are received from the local neighbourhood.
  - (b) That funds for this purpose come out of the ward per capita discretionary funds, under the direction of the Ward Councillor, and they specifically not be funded out of the General Parks Management Budgets.
  - (c) That alternatively, that local residents associations, or ad hoc citizens groups concerned about the problem, fund and install the signs, following Recreation and Parks design criteria.

Thank you,

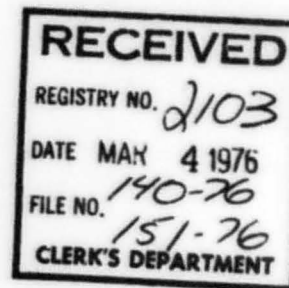
*David J. Latham*  
*per M.*

DJC/ir

## **The Regional Municipality of Peel.**

March 1, 1976.

Mr. T. L. Julian,  
Clerk,  
City of Mississauga,  
1 City Centre Drive,  
MISSISSAUGA, Ontario.  
L5B 1M2



Dear Sir:

Subject: Draft Plan, Parkway Belt West,  
January 1976 Region of Peel's Response,  
Our Reference P-65-76

At its meeting of February 19, 1976, the Region of Peel Planning Committee considered a report of the Commissioner of Planning prepared in response to the Draft Plan, Parkway Belt West, January 1976.

Please find a copy of this report enclosed herewith.

On February 26, 1976 Regional Council approved the following recommendations of the Planning Committee:

P-65-76:

"That if the City of Mississauga and the Region of Peel support development in the "Hole-in-the-Doughnut" in the current Mississauga Official Plan Review the following changes be made:

- i) That the Southern Link between the Credit River and the Airport Mini-belt be expanded northerly as a "Complementary Use" area;
- ii) That the Credit River Valley Between the Northern and Southern Links be added to the Parkway Belt Plan as a mini-belt."

P-66-76:

"That the Credit River/Mullett Creek Public Open Space Area be further expanded to include the related institutional and recreational used to the south."

..... 2

**Region of Peel**

... 2 ...

7-A

P-67-76:

"That the Queen Elizabeth Way/Highway 401 Link Extension be relocated westerly in anticipation of urbanization in that section of Peel in order that adequate buffering be provided."

P-68-76:

"That a formal liaison committee be established with the staff of the Ministry of Transportation and Communications, the Parkway Belt and the Region of Peel to examine the future Regional transportation system."

P-69-76:

"That when the Parkway Belt West Plan is finalized, the following Municipal Boundaries be amended:

- i) City of Mississauga/City of Brampton (southern limit of Northern Link);
- ii) City of Mississauga/Town of Oakville (easterly limit of Oakville-Mississauga Mini-belt);
- iii) City of Mississauga/Borough to Etobicoke (northern limit of Southern Link)."

P-70-76:

"That the report of the Commissioner of Planning dated February 9, 1976, be forwarded for information to the City of Mississauga, the City of Brampton and the Town of Caledon;

And further, that the aforementioned report be used as the Region of Peel's official response to be presented at the Parkway Belt Public Hearings."

*Richard L. Frost*

Richard L. Frost, M.A.,  
Regional Clerk.

.....  
LEB  
encl

cc: P. E. Allen, Commissioner of Planning

ENVIRONMENTAL ADVISORY  
BOARD

REPORT NO. 3-76

MARCH 1, 1976

To: The General Committee of the City of Mississauga 8

Ladies and Gentlemen:

The Environmental Advisory Board presents its third report and recommends:

5. (a) THAT consideration of the following recommendation moved by Councillor McKechnie be deferred until the next meeting of the Environmental Advisory Board at which time representatives of the Region will be present to discuss the proposed regional sanitary land-fill sites.

"Be it resolved that the Environmental Board offer no objection to the proposed land-fill sites within the area known as "The Hole in the Doughnut" provided the following are adhered to.

1. There are at least two sites in the southern and central areas of Peel so that the proposed site would be kept to a maximum of 300 acres.
  2. That this site be placed on Class 2 agricultural land.
  3. That the site selected not be in conflict with environmentally sensitive areas.
- (b) THAT further consideration of the sanitary land-fill sites be deferred until the Planning Department is able to report to the Board with respect to possible conflicts with the proposed environmental protection areas, Parkway Belt proposals and the Official Plan.
- (c) THAT a joint meeting of the Environmental Advisory Board and Recycling Committee be arranged when regional staff is prepared to make its presentation in this regard.

22-3

File: 113-76



8-A

6. (a) THAT the following be added to the proposed motion contained in the report dated January 26, 1976 from Mr. R. Edmunds with respect to the preservation of open space lands:

"THAT the official plan task force be also directed to consider:

1. The modification of existing zoning of lands based on proper land use guidelines.
2. Retention of agricultural and present zoning uses without compensation.
3. Purchase of development rights from the owner ~~of~~ the municipality."

- (b) THAT the Planning Department forward to the Environmental Advisory Board their bi-monthly report on recent applications for plans of subdivisions, rezoning and official plan amendments.

22-3 File: 164-76



CONDOMINIUM DEVELOPMENT  
COMMITTEE

REPORT NO. 4-76

MARCH 9, 1976

To: The General Committee of the City of Mississauga.

Ladies and Gentlemen:

The Condominium Development Committee presents its second report and recommends:

21. THAT the letter dated February 19, 1976 from Mr. I. C. Davies of Kondominium Inspection Services with respect to inspection of common elements in new condominiums be received.  
09-4 File: 155-76
22. (a) THAT the Insurance Trust agreement with respect to the condominium application of the Davies Fast Freight Ltd. be approved as submitted.
- (b) THAT the declaration be approved as amended by the inclusion of Clause 6 of the City of Mississauga standard declaration pertaining to rules governing the common elements
- (c) THAT the Corporation By-Law #1 and the Management agreement be referred back to the applicant and they be requested to use the City of Mississauga standard documents.  
09-4 File: CDM 75-116
23. THAT the documents submitted by Mr. D. Muscovitz on behalf of Aspen Developments be returned and that the applicant be requested to use the standard documents prepared by the City of Mississauga.  
09-4 File: CDM 75-63
24. THAT the documents submitted by Mr. John C. Eaton on behalf of Welton Limited be approved subject to the following:
1. That the applicant confirm that he intends to use the standard City of Mississauga Insurance Trust agreement.
  2. That the applicant clarify the situation with regard to the use of lands owned by Welton Ltd. for the construction of an underground garage and addition condominium units and common elements.
- 09-4 File: CDM 75-106

25. THAT the documents submitted by Mr. Stanley Cohen for the proposed condominiums known as Westwood Abbey on Darcel Road be returned to the applicant and that they be requested to use the standard City of Mississauga documents.  
09-4 File: CDM 429, 430, 504
26. THAT the information contained in the verbal report of Major Crymble and Mr. Witt with respect to the erosion of Cooksville Creek adjacent to Peel Condominium 53 be received.  
09-4 File: 155-76
27. THAT the letter dated February 27, 1976 from Mr. R. L. Radford, Solicitor for the Ministry of Housing with respect to the City of Mississauga's policy in approving Condominium documentation, be received, and that Mr. Robinson be directed to contact Mr. Radford and attempt to straighten out the problems raised in this letter and report back to the committee at its next meeting.  
09-4 File: 155-76

10

Minutes for meeting No. 4 of the City of Mississauga Planning Committee held in the Council Chambers, City Hall, Mississauga, Ontario, Wednesday, March 3, 1976 at 7:00 p.m.

Those present: M. H. Spence, Chairman  
T. B. Bryk  
S. Campbell  
M. L. Dobkin  
H. McCallion  
H. G. Wolf

Those absent: F. J. McKechnie  
W. C. Newbound  
R. A. Scarle  
J. W. Wouters, Vice-Chairman

Staff present: R. G. B. Edmunds  
J. Dorrell  
A. B. Adamson  
W. D. Waite  
J. Calvert  
T. Magi  
A. Panczakiewicz  
E. Luckett

Item #

- 1 Minutes for the Meeting of February 18, 1976
- 2 Agenda - Additional Items
- 3 Notices of Motion
- 4 OZ/50/75 Panagos Investments Limited
- 5 OZ/99/73 Pitfield Construction Limited
- 6 OZ/8/75 Carmus Management Limited
- 7 OZ/74/75 Welglen Limited and Stir Holdings Limited
- 8 OZ/81/75 The Northmount Group
- 9 OZ/78/75 N.H.D. Developments Limited
- 10 Proposed Clearview Neighbourhood Secondary Plan  
in the Town of Oakville
- 11 Provision of O.H.C. Senior Citizen Housing in  
Mississauga
- 12 Condominium Townhouse Policy
- 13 Outmoded Commercial Zones
- 14 OMIAP Programs
- 15 Report on Dwelling Units
- 16 Central Mortgage and Housing Corporation Monthly  
Housing Statistics
- 17 Group Homes

10-A

ITEM 1

MINUTES FOR THE MEETING OF FEBRUARY 18, 1976

RECOMMENDATION: Moved by Dr. Dobkin

That the minutes of the February 18, 1976 Planning Committee meeting be adopted.

ITEM 2

AGENDA - ADDITIONAL ITEMS

On a motion by Mrs. McCallion, the agenda as presented was adopted.

ITEM 3

NOTICES OF MOTION

None.

ITEM 4

PUBLIC MEETINGS

OZ/50/75 Panagos Investments Limited

Part of Lot 13, Conc. 1, S.D.S., Zone AC and R4

Location: On the south side of Dundas Street East, approximately 150 feet west of Cliff Road.

Size of Property: Approximately 0.89 acres of a 1.36-acre parcel of land with a frontage of about 169 feet.

Proposal: To amend the Zoning By-law from AC and R4 to AC1 to permit the expansion of an existing restaurant.

Mr. H. E. W. Thompson, planning consultant representing the applicant; Mr. H. E. Kennedy, Councillor-Ward 1; and three property owners from the area attended the meeting.

RECOMMENDATION: Moved by Dr. Dobkin

That the planning staff report dated February 18, 1976, recommending approval of the rezoning application under File OZ/50/75 Panagos Investments Limited subject to certain conditions, be adopted.



10-B

OFFICIAL PLAN AND ZONING BY-LAW APPLICATIONS

ITEM 5

OZ/99/73 Pitfield Construction Limited

The Committee considered a staff memorandum advising of a request by Pitfield Construction Limited, to modify the mix of apartment and townhouse development from the previously approved density of 30 units per acre, of which 6 units per acre would be row dwelling units, to 30 units per acre, of which 8 units per acre would be row dwelling units, for lands located north of Dundas Street East and west of Tomken Road.

RECOMMENDATION: Moved by Dr. Dobkin

That the request by Pitfield Construction Limited to permit the development of mixed apartments and townhouses at a density of 30 units per acre, of which 8 units per acre would be for row dwelling units, be approved, subject to the conditions inherent in the previously approved application under File OZ/99/73 and subject to the applicant's agreeing to comply with any additional requirements of the City or any other official agency concerned with the development of these lands.

ITEM 6

OZ/8/75 Carmus Management Limited

Part of Lot 31, Conc. 2, S.D.S. and Lots 93, 94 and 95, Registered Plan 693, Zone R4 and AC

Location: At the north-west corner of Truscott Drive and Southdown Road.

Size of Property: Approximately 0.85 acres with frontages of about 260 feet and 127 feet on Truscott Drive and Southdown Road, respectively.

Proposal: To amend the Zoning By-law from R4 and AC to R4-Special Section and AC1-Special Section to permit the development of a detached dwelling and an office building, respectively.

Mr. R. Davidson, representing the applicant, attended the meeting:

RECOMMENDATION: Moved by Mr. Bryk

That a public meeting be held for the rezoning application under File OZ/8/75 Carmus Management Limited.



10-C

- 4 -

OFFICIAL PLAN AND ZONING BY-LAW APPLICATIONS

ITEM 7

OZ/74/75 Welglen Limited and Stir Holdings Limited  
Part of Lot 23, Conc. 2, S.D.S., Zone R3

Location: About 1000 feet east of Lorne Park  
Road and about 850 feet north of  
Lakeshore Road West.

Size of Property: Approximately 2.1 acres

Proposal: To amend the Zoning By-law from R3 to  
RM7D4-Special Section to permit the  
development of lands for mixed residential  
uses consisting of townhouses, stacked  
townhouses and apartments in conjunction  
with abutting lands.

RECOMMENDATION: Moved by Dr. Dobkin

That a public meeting be held for the rezoning  
application under File OZ/74/75 Welglen Limited  
and Stir Holdings Limited.

ITEM 8

OZ/81/75 The Northmount Group

Part of Lot 9, Conc. 2, S.D.S. and Part of Lot  
10, Registered Plan 308, Zone R4

Location: On the south side of South Service Road,  
about 150 feet west of Alexandra Boulevard.

Size of Property: Approximately 2.1 acres (0.85  
hectares) with frontages of about 365  
feet (111.3 metres) and 132 feet (40.2  
metres) on South Service Road and Dormer  
Street, respectively.

Proposal: To amend the Zoning By-law from R4 to  
RM5-Special Section to permit the  
development of lands for group housing  
purposes at a maximum of eight dwelling  
units per acre (20 dwelling units per  
hectare).

RECOMMENDATION: Moved by Dr. Dobkin

That a public meeting be held for the rezoning  
application under File OZ/81/75, subject to receipt  
of a detailed site plan including elevations of  
the proposed buildings prior to the scheduling of  
such public meeting.

10-D

PUBLIC MEETINGS

ITEM 9

OZ/78/75 N.H.D. Developments Limited

Part of Lot 10, Conc. 3, E.H.S., Zone A

Location: On the south side of Derry Road East, west of Dixie Road.

Size of Property: Approximately 89 acres with frontages of about 1827 feet and 170 feet on Derry Road East and Dixie Road, respectively.

Proposal: To amend the Zoning By-law from A to M1 and M2 to permit the development of lands for industrial purposes in conjunction with a plan of subdivision.

Mr. A. Bennett, planning consultant representing the applicant, and three property owners from the area attended the meeting.

RECOMMENDATION: Moved by Mrs. Campbell

That the planning staff report dated February 18, 1976, recommending approval of the rezoning application under File OZ/78/75 N.H.D. Developments Limited subject to certain conditions, be adopted; and further, that the frontage lands on the west side of Dixie Road south of Derry Road East adjacent to the subject site, owned by James and Dorothy Rae, The Regional Municipality of Peel and the Federal Ministry of Transport, be included in the rezoning from A to M1.

Mr. Wolf retired from the meeting at approximately 7:45 p.m.

REPORTS

ITEM 10

Proposed Clearview Neighbourhood Secondary Plan in the Town of Oakville

The Committee considered a staff report concerning the second public meeting held by the Town of Oakville on February 12, 1976 on the proposed Clearview Neighbourhood Secondary Plan, comprising an area of approximately 519 acres bounded by Winston Churchill Boulevard, the Queen Elizabeth Way, the Parkway Belt and the Canadian National Railway Line within the Town of Oakville.

10-E

REPORTS

ITEM 10

Proposed Clearview Neighbourhood Secondary Plan  
in the Town of Oakville (Cont'd)

RECOMMENDATION: Moved by Dr. Dobkin

1. That the planning staff report dated March 3, 1976 concerning the proposed Clearview Neighbourhood Secondary Plan be adopted and forwarded to the Town of Oakville as input into further consideration of the Clearview Neighbourhood Secondary Plan.
2. That the Oakville-Mississauga Liaison Committee consider the need for a joint approach by Oakville and Mississauga to the Ministry of Transportation and Communications with respect to the timing of construction of the interchange at the Q.E.W. and Winston Churchill Boulevard.
3. That the Town of Oakville be requested to convene a meeting of the Oakville-Mississauga Liaison Committee as soon as possible for the purpose of discussing all the concerns of the City of Mississauga with respect to the formulation and subsequent implementation of the Clearview Neighbourhood Secondary Plan.

ITEM 11

Provision of O.H.C. Senior Citizen Housing in  
Mississauga

In response to Council Resolutions of January 13, 1975 and January 26, 1976, the Committee considered a staff report concerning the senior citizen accommodation in Mississauga.

Mr. C. Fleming, Director of Policy Planning, attended the meeting.

RECOMMENDATION: Moved by Mrs. Campbell

That further consideration of the planning staff report dated March 3, 1976 concerning the provision of O.H.C. Senior Citizen Housing in Mississauga be deferred to the next Planning Committee meeting.

10-F

REPORTS

ITEM 12

Condominium Townhouse Policy

In response to the Planning Committee's recommendation of February 4, 1976 recommending a freeze on condominium townhouses and "...that the Planning Department recommend a housing policy to Planning Committee which would reflect Council's concern over the flood of condominiums in Mississauga ...", the Committee considered a staff report in this regard.

RECOMMENDATION: Moved by Dr. Dobkin

1. That the planning staff report dated March 3, 1976 on Condominium Townhouse Policy be adopted.
2. That the Planning Committee recommendation of February 4, 1976 to the effect that no more condominium townhouses be processed be rescinded.
3. That the Planning Department be directed to begin processing street townhouses for forms of tenure additional to condominium.
4. That the planning staff report dated March 3, 1976 on Condominium Townhouse Policy be forwarded to the Condominium Development Committee for information.

RECOMMENDATION: Moved by Mrs. McCallion

That the Planning Committee suggest to the Condominium Development Committee that they encourage the establishment of a condominium corporation association in Mississauga.

MEMOS

ITEM 13

Outmoded Commercial Zones

The Committee was informed that the report requested on February 4, 1976 and February 18, 1976 from the Chairman of the committee reporting on outmoded commercial zones was not available for consideration.

It was agreed to defer consideration of this matter to the next Planning Committee meeting.



10-6

MEMOS

ITEM 14

OHAP Programs

The Committee considered a staff memorandum outlining two presentations on housing that are available from the Ministry of Housing, and advising that a progress report on OHAP programs is available in the Planning Department.

RECOMMENDATION: Moved by Mrs. Campbell

That the information concerning the presentations available from the Ministry of Housing and progress report on OHAP programs be received.

ITEM 15

Report on Dwelling Units

The Committee considered a memorandum and table showing cumulative and monthly figures for each type of unit for which building permits were issued to the end of January 1976.

RECOMMENDATION: Moved by Dr. Dobkin

That the information concerning the number of building permits issued by type of dwelling unit to the end of January 1976 be received.

ITEM 16

Central Mortgage and Housing Corporation Monthly Housing Statistics

The Committee considered a memorandum and tables for the month of November 1975 indicating C.M.H.C. housing statistics for major urban areas in Ontario.

RECOMMENDATION: Moved by Dr. Dobkin

That the information concerning C.M.H.C. housing statistics for the month of November 1975 be received.



10-HA

OTHER BUSINESS

ITEM 17

Group Homes

The Chairman advised the Committee that she had received a policy from the Borough of North York concerning the establishment of group homes in communities, and requested that the Planning Department review this policy and report back to the Planning Committee.

RECOMMENDATION: Moved by Dr. Dobkin

That the Chairman of the Planning Committee review the Borough of North York policy concerning group homes and report back to the Planning Committee.

The meeting was adjourned at 8:10 p.m. on a motion by Dr. Dobkin.

CANADIAN FEDERATION OF MAYORS AND MUNICIPALITIES

39TH ANNUAL CONFERENCE

Voting Delegate ACCREDITATION Form

NAME OF MEMBER

MISSISSAUGA CITY

POPULATION

208,000

Number of Voting Delegates Permitted:

5

Please read this form carefully and fill in as required.

The following conditions will be in force during the 39th Annual Conference.

- (i) All interested persons are free to attend the Conference as delegates.
- (ii) All delegates will have the right to speak on all matters discussed during the Conference.
- (iii) Only accredited delegates will have the right to vote on any matter decided by the General Assembly.
- (iv) Only members of a municipal council or of the ruling body (Executive or Board) of a Provincial Association may be accredited.

We hereby appoint the following \_\_\_\_\_ (maximum of 5) persons as voting delegates to the 39th Annual Conference (please type).

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

In the event that one or more of these persons is unable to attend we authorize \_\_\_\_\_ to name a replacement allowing for the four conditions stipulated above.

Signed by \_\_\_\_\_

Date \_\_\_\_\_

Return to:

Guy Levesque  
CFMM  
600 - 220 Laurier Ave. West  
Ottawa, Ontario  
K1P 5J8

FRANCAIS AU VERSO...

12

CITY OF MISSISSAUGA  
PLANNING DEPARTMENT

FILE: By-law 14/75  
DATE: March 8, 1976

MEMORANDUM

TO M. L. Dobkin, Mayor, and Members of the City of  
Mississauga Council

FROM R. G. B. Edmunds, Commissioner of Planning

SUBJECT Shell Canada Self-serve Gas Station  
North-west Corner of Burnhamthorpe and Dixie Roads  
Request for Report No. 1073

ORIGIN General Committee recommendation, January 7, 1976,  
as follows:

"That the site plan approval for self-serve gas stations, Shell Canada, at the north-west corner of Burnhamthorpe and Dixie Roads be referred to the Regional Planning Staff for their comments."

COMMENTS Concerning the above-noted recommendation of General Committee, we offer the following comments.

A copy of the site plan was forwarded to the Regional Planning Department for comments on January 16, 1976. Two letters dated January 19 and January 23, 1976 have been received from the Regional Planning Department, advising that their only concern is that the access from Dixie Road be by one 35-foot ramp for right turns in and out.

67 90/72

**The Regional Municipality of Peel**

JANUARY 19, 1976

12-A  
Y OF M  
RECEIVED

City of Mississauga,  
Planning Department,  
One City Centre Drive,  
Mississauga, Ontario

Attention: Mr. J.D. Lethbridge  
Director, Urban Design

12 0 1976  
JDL  
Stew

Re: By-Law 14-75, Your File OZ-90-72;  
Shell Canada Limited; City of Mississauga

Dear Sir:

We have been requested by Mr. Richard E. Belford, the City's Development Co-ordinator, to provide you with further comments regarding the site plan for the above noted application, particularly in view of Shell Canada's letter of December 23, 1975.

The Region has reviewed its access requirements for the subject application and we wish to confirm that the site plan which was worked out with the Region late last year showing a single access ramp with a width of 35 feet on Dixie Road is the only acceptable method by which to provide access at this busy intersection.

As it is appreciated that the City's By-Law requires ramps to be only 25 feet in width, the Region would be prepared to give its full support to an application to the Committee of Adjustment for a minor variance.

Yours truly,

*D. R. Billett*  
D.R. Billett,  
Director of  
Development Control

JD/dm  
cc  
Mr. B.I. MacTaggart,  
Shell Canada

Mr. W.J. Anderson,  
Public Works

Mr. R.E. Belford,  
City of Mississauga

150 CENTRAL PARK DRIVE BRAMALEA, ONTARIO L6T 2V1 - 416 - 457 - 9400



## The Regional Municipality of Peel

January 23, 1976.

12-B

Mr. J. D. Lethbridge  
Director, Urban Design  
Planning Department  
City of Mississauga.

Re: Bylaw 14/75; Shell Canada  
Site Plan; City of Mississauga

Dear Sir:

This will acknowledge your letter of January 16, 1976 regarding the application by Shell Canada for a self-serve gas station.

We have reviewed the site plans which were enclosed with your letter and wish to advise you that they appear to be satisfactory with respect to all Regional requirements except for access. As we indicated to you in our letter of January 19, 1976, the Region is opposed to the establishment of two 25 foot access ramps onto Dixie Road. The Dixie-Burnhamthorpe intersection is a heavy traffic area with right-turn lane facilities fronting along the subject lands. Under the circumstances we are of the opinion that there would be less interference and hazard to traffic movements by the establishment of one 35 foot access for right turns in and out. The Region's requirements for a 35 foot access ramp were discussed with Shell Canada and the City during the latter part of 1975, and satisfactorily illustrated on the site plan submitted to the Region on October 7, 1975.

We trust these comments will be of some assistance to you in your review of this application.

Yours truly,

*D. R. Billett*

JD/mjh

c.c. Public Works  
c.c. Richard E. Belford  
Dev. Co-ordinator  
City of Mississauga.

D. R. Billett,  
Director of  
Development Control.

CITY OF MISSISSAUGA	
PLANNING DEPT.	
RECEIVED	
JAN 26 1976	
Commissioner	
Dir. Commissioner	
Director	
Chief Draftsman	
Chief Secretary	

*These comments are given for your information and are not intended to be a final decision. The Region's requirements for a 35 foot access ramp were discussed with Shell Canada and the City during the latter part of 1975, and satisfactorily illustrated on the site plan submitted to the Region on October 7, 1975.*

150 CENTRAL PARK DRIVE BRAMALEA, ONTARIO L6T 2V1 - 416 - 457 - 9400



THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER 13

A By-law to appoint Gardiner, Roberts,  
Barristers and Solicitors, as Counsel.

WHEREAS the Corporation of the City of Mississauga is presently reviewing its Official Plan and is developing a new Official Plan;

AND WHEREAS the City will have an extraordinary requirement for legal advice and for representations and appearances to be made on behalf of the City before Boards, Tribunals, Courts, and public meetings;

AND WHEREAS it is necessary and desirable to make available to the City Solicitor an additional source of legal advice, on a consulting basis from outside the Legal Department of the City;

AND WHEREAS it is desirable that there be a continuing association between such outside private legal advice and the City Solicitor;

AND WHEREAS the City Solicitor has recommended that Gardiner, Roberts, Barristers and Solicitors be retained to provide such continuing outside legal advice for the purposes of the preparation of the Official Plan;

NOW THEREFORE the Council of The Corporation of the City of Mississauga ENACTS as follows:

1. The City Solicitor is hereby authorized and directed to retain the services of Gardiner, Roberts, Barristers and Solicitors, 120 Adelaide Street West, Toronto, Ontario, as counsel for all purposes connected with the preparation and approval of the new Official Plan for the City.
2. Under the direction of, and in consultation with the City Solicitor, Gardiner, Roberts, are authorized to;
  - (a) act for the City in all matters related to the implementation and carrying out of the Official Plan study and the presentation of the Official Plan before the Provincial Government authorities and the Ontario Municipal Board, and in the courts as may be required, and

13-H

(b) to take such steps and perform such acts as they and the City Solicitor deem appropriate and necessary in acting for the Municipality as aforesaid.

2. This by-law shall come into force and take effect upon its passing.

ENACTED AND PASSED this            day of            , 1976.

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK



MAGIC MEADOWS LIMITED  
77 City Centre Drive, Suite 303  
Mississauga, Ontario

14

March 8th, 1976.

General Committee of Council,  
City of Mississauga,  
1 City Centre Drive,  
MISSISSAUGA, Ontario.

RECEIVED	
REGISTRY NO.	2349
DATE	Mar 12 1976
FILE NO.	2330
CLERK'S DEPARTMENT	

Dear Sirs:

RE: SHERWOOD FORREST EAST  
AND RE: BY-LAW -- REGISTRATION PLAN OF SUBDIVISION  
AND RE: PEEL BOARD OF EDUCATION

This is to confirm my attendance at Council on the 8th of March, 1976, wherein I explained that it was hoped that all matters for the passing of a by-law to release the Plan for registration of the above-mentioned lands would have been before Council but time did not allow preparation of staff report or reports, being no one's fault.

However, I felt it was necessary on behalf of the Company to bring to the attention of Council a letter received from the Peel Board of Education by the Clerk's Office on the 27th of January, 1976, which letter stated in effect that certain problems had arisen between the Board and Monticello and Idlewylde being this Company's predecessor in title.

I have suggested that this matter go on as an item on the Agenda of the next General Committee of Council on the 17th day of March, 1976, and you may take this letter as a formal application for it to be so placed.

There was filed with you a letter from Monticello as well as from Magic Meadows wherein it stated in effect that it had no knowledge of any problems whatsoever between the Board and itself.

.../2

Page 2  
March 8th, 1976

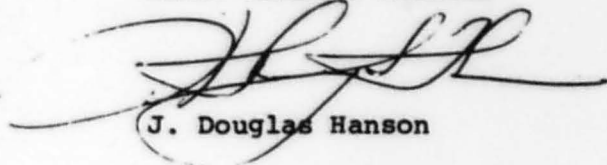
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14-A

However, the Company does not want to have any outstanding matters and would therefore like to have this issue resolved and in this respect, we have also taken the liberty of sending a copy of this letter to the Peel Board of Education and am also writing them requesting their advice as to what are the "unforeseen difficulties".

Yours very truly,

MAGIC MEADOWS LIMITED



J. Douglas Hanson

JDH/s



MAGIC MEADOWS LIMITED  
77 City Centre Drive, Suite 303  
Mississauga, Ontario

14-B

March 8th, 1976.

The Peel Board of Education,  
73 King Street West,  
MISSISSAUGA, Ontario.  
L5B 1H5

Dear Sir:

RE: IDLEWYLDE DEVELOPMENTS AND MONTICELO ENTERPRISES  
AND RE: MAGIC MEADOWS LIMITED  
AND RE: SHERWOOD FORREST EAST  
AND RE: PEEL BOARD OF EDUCATION

Enclosed please find a letter to General Committee of Council for the City of Mississauga which is self-explanatory.

We would appreciate if you would put yourself in a position of explaining to the General Committee at that time what the "unforeseen difficulties" are.

This Company, as the beneficial owner of the property herein, would appreciate also your advice as to what unforeseen difficulties did arise between yourself and Idlewylde and Monticello.

You might also advise the writer if it is convenient to attend before your Board to discuss same.

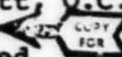
I am taking the liberty of sending a copy of this letter to the President of our predecessor in title, Mr. Gordon Oughtred, and if an appearance is requested, we will ask him also to attend with ourselves and our Council inasmuch as he is the only one to our knowledge who would have knowledge or be aware of the particulars of any difficulties.

Appreciating your anticipated co-operation,

Yours very truly,  
MAGIC MEADOWS LIMITED

J. Douglas Hanson  
JDH/s

cc: Mr. John C. Pallett, O.C.  
General Committee  
Mr. Gordon Oughtred





26

7.14 C

March 5th, 1976.

Mr. T. Humphries,  
Chairman, Board of Education,  
90 Dundas Street West,  
Mississauga, Ontario.

Dear Sir:

Re: Monticello Enterprises Limited,  
No. T-22330.

It has been brought to our attention that a letter was sent to the City by the Board of Education through Mr. John Greeniaus January 23rd, 1976. This letter states that "some unforeseen difficulties re school accommodation for this area have arisen. The Board is attempting to resolve these problems, in the meantime please delay processing of this Plan"

We have no knowledge of any difficulties between ourselves. We understand that a 5 acre school site has been set aside on contiguous lands, R.P.M-115 which was registered by Urban Equities in 1975.

The subject land was sold to Magic Meadows Limited and we understand they are appearing before the City Council on Monday, March 8th, for release for registration.

We would appreciate someone being there from your Office to explain or withdraw your letter so that any damages to our Company can be eliminated.

Yours very truly,

MONTICELLO ENTERPRISES LIMITED  
Per:

GFO/mh

G. F. Oughtred

cc: Mr. John Greeniaus  
Planning Officer for  
Peel Board of Education

MAGIC MEADOWS LIMITED  
77 City Centre Drive, Suite 303  
Mississauga, Ontario

14-D

March 5th, 1976.

Dr. E.H. Humphreys,  
Chairman of the Board,  
Board of Education for  
the Region of Peel,  
73 King Street West,  
MISSISSAUGA, Ontario.  
LSB LH5

Dear Sir:

Please be advised that Magic Meadows Limited has acquired by Agreement of Purchase and Sale lands on the south side of Dundas and west side of Mississauga Road, being all the lands contiguous to Urban Equities Limited's lands which were registered in November, 1975, as Registered Plan M115.

These lands were acquired from Monticello Enterprises, Guismont Holdings Limited and Idlewyde Developments Limited.

The Company is endeavouring to finalize all matters required by the City of Mississauga and appear before it on Monday, March 8th, at 9.30 am requesting a By-law to be executed by the Mayor and Clerk releasing the Plan for registration. During such processing it came to the Company's attention a letter from John Greeniaus to the Development Co-ordinator of the City of Mississauga, Mr. Belford, which discusses unforeseen difficulties with the Company's predecessor in title, a copy of which is enclosed. This Company has no knowledge of any difficulties; it understands that the contiguous plan that was registered provided therein a 5 acre public school site as required by the Board of Education; and finally, that the conditions of draft approval from the Minister relating to the subject lands nor the Consolidated Report makes any reference to a school site with regards to the subject lands and this plan to be registered. If this plan is delayed from registration improperly, it appears that heavy damages would ensue. We shall be attending with our Counsel for release of the plan on March 8th and would expect the Board to be represented to explain what unforeseen difficulties, if any, exist.

.. /2

14-E

• MAGIC MEADOWS LIMITED

G. Eric Hanson  
Chairman of the Board

/s  
enclosure

cc: Mr. John Greeniaus  
Planning Officer - Property  
Board of Education

Mr. John C. Pallett, Q.C.  
Messrs. Pallett & Pallett

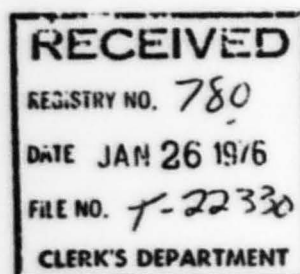
# The Peel Board of Education

Director of Education and Secretary • Superintendent of Academic Affairs • Superintendent of Business Affairs and Treasurer  
J.A. Fraser, B.A., M.Ed. C. I. Dobson, M.A. H.J.A. Brown, B.A.

January 23rd, 1976

14F

Mr. R. Belford  
Subdivision Co-ordinator  
City of Mississauga  
1 City Centre Drive,  
Mississauga, Ontario



Dear Mr. Belford:

Re: T-22330  
Monticello Enterprises Ltd. and  
Idlewyld Dev. (Ontario) Ltd.

Further to the Board's letter of November 17, 1975 please be advised that some unforeseen difficulties regarding school accommodation for this area have arisen.

The Board is attempting to resolve these problems. In the meantime please delay the processing of this plan.

Yours very truly,

THE PEEL BOARD OF EDUCATION

John Greeniaus  
Planning Officer - Property

JG:b

cc: J. Pallett

90 DUNDAS STREET WEST, MISSISSAUGA, ONTARIO L5B 1H5 TELEPHONE (416) 279-6010

Watercourse Improvements



2-1 7

THE REGIONAL MUNICIPALITY OF PEEL  
PLANNING DEPARTMENT

The Chairman and Members  
of the Planning Committee.

February 9, 1976.

SUBJECT: Draft Plan, Parkway Belt West, January 1976.

ORIGIN: The Regional Municipality of Peel has been invited to submit comments and make representation on the Draft Plan, Parkway Belt West, January 1976 by the Ministry of Treasury, Economics and Intergovernmental Affairs.

BACKGROUND: On May 23, 1975, the Honourable W. Darcy McKeough released the Interim Draft, Parkway Belt West and requested comments from the Region of Peel and the Cities of Mississauga and Brampton.

On September 29, 1975, the Region of Peel submitted its recommendations to the Ministry of Treasury, Economics and Intergovernmental Affairs. (See Appendix 1) On January 15, 1976, the Ministry of Treasury, Economics and Intergovernmental Affairs released the Draft Plan, Parkway Belt West and at the same time, official responded to the recommendations which the Region of Peel submitted to the Province on the Interim Draft, Parkway Belt West (see Appendix 2). As required by the Parkway Belt Planning and Development Act (June 1973), each municipality is now invited to submit comments on the Draft Plan over a period of time of not less than three months. After the expiration of the time allowed for the submission of comments on the Draft Plan, the Minister will appoint hearing officers to conduct public hearings for the purpose of receiving representations on the Draft Plan. The hearings are expected to begin in May 1976 and the Region of Peel is invited to make representation at these hearings. It is the intention of Regional Planning Staff that this Report form the basis of the Region's official representation at these hearings.

SUMMARY OF  
THE PLAN:

The Draft Plan, Parkway Belt West, January 1975 is basically a reprint of the Interim Draft, May 1975 with a few modifications. The following changes as they affect the Region of Peel are now summarized in two parts: maps and text.



i) Maps

(A) Southern Link (Map 3)

1) The "Erindale Station (Hydro) Public Open Space" area has been increased in size.

2) The designation of "Complementary Use" north of highway #403 in the "Credit River - Mullet Creek Public Open Space Area", has been changed to "Public Open Space".

3) The boundary of the "Credit River - Mullet Creek Public Open Space Area" has many minor adjustments.

(B) Northern Link (Map 4)

4) The words "CNR Malport Yard" have been removed and the future designation has been changed from future "Public Open Space" to "Complementary Use". This also includes the area north of the Hydro right-of-way to future highway #407.

5) The boundary of the design area north of the existing Malton industrial area, west of Airport Road, has been adjusted north to the CNR railway line.

6) The northeast boundary of the "Etobicoke Creek Public Open Space Area" has been adjusted slightly.

7) The "Streetsville Urban Area" has been renamed the "Mississauga Northwest Urban Area".

(C) Oakville-Mississauga Mini-Belt (Map 7)

No changes.

(D) Airport Mini-Belt (Map 8)

No changes.

Regional planning staff have no objections to the above changes.

ii) Text

1) Section 4.2.4 of "Plan Interpretation" has been modified slightly, whereby the terms "urban area" and "future urban area" are not intended to show present or future area municipal boundaries.

2) Section 5.1.1(a) of "Policies" has been modified slightly with the addition of the policy "for future compatible unforeseen activities".

3) Section 5.3.1(b)(i) of "Policies" has been modified slightly, whereby the Minister may deem that certain uses are not in conflict with the Plan.

4) Section 5.3.3(a)(v) of "Policies" has been changed. Previously these policies were contained in Section 6 under specific policies of each of the links. Residential development was limited to certain specified areas. In this Draft Plan, there are no specified areas for residential development and policy 5.3.3 (a)(v) applies uniformly to all "Complementary Use Areas". The following conditions restrict residential development.

"(v) Residential

A single family residence on each vacant lot providing that:

the lot existed legally on or before June 3, 1973

or

the lot was created after June 3, 1973 through public acquisition of part of a vacant lot in existence on or before that date

or

the lot was created after June 3, 1973 from a vacant lot in existence on or before that date, and if substantially the same size as it was on that date

and

the lot is on a highway as defined in The Municipal Act and existed on or before June 3, 1973

and

the lot is satisfactory for building to the appropriate authorities.

For the purpose of this section, where a group of contiguous lots is held under one ownership on or before June 3, 1973 the total area of these lots is considered to be one lot."

Regional Planning staff support this change.

5) Section 5.3.3(c) of "Policies" has been amended to reflect the change in section 5.3.3 (a) (v).

6) Section 5.3.3(d) of "Policies" has been added. "Severances within the Complementary Use Area should be minimized in order to retain the rural non-urban character of Parkway Belt West". It appears that it is more of an objective than a policy. Regional planning staff request clarification as to the implementation of this policy.

7) Section 6.2.2 of "Southern Link" reflects the change in the names of certain urban areas. i.e. "Streetsville Urban Area" changed to "Mississauga Northwest Urban Area".

8) Section 6.2.3(j) of "Southern Link" has been modified to reflect the change in "4" above.

9) Section 6.2.3(m) of "Southern Link" has been added. "Provide setback for all buildings or structures along the Credit River/Mullet Creek Public Open Space Area to ensure that development does not overpower the valleys when viewed from the valley floor and to prevent damage to the valley rims through construction close to the valley. The setback must be satisfactory to the appropriate authorities". Regional staff support this additional policy.

10) Section 6.3.3(p) (iii) of "Northern Link (Milton to Woodbridge)" has been added. i.e. "West Humber River (Claireville) is to be acquired for public open space.

Regional planning staff have no objection to the above changes, but request clarification for #6.

COMMENTS:

On January 15, 1976, the Honourable W. Darcy McKeough, Treasurer of Ontario, officially commented on recommendations submitted to the Province by the Region of Peel (on September 29, 1975). Regional Planning Staff still wish to pursue certain recommendations not accepted by the Province. The order of comments, are as follows:

- i) Regional recommendation - September 29, 1975
  - ii) Provincial comment - January 15, 1976
  - iii) Regional staff comment on Provincial comment.
1. i) To consider widening of the Southern Link to include more parkland.
- ii) A widening of the Parkway Belt would be desirable only south of the Mississauga Urban Area (formerly the Streetsville Urban Area) for the purpose of community separation. The Parkway Belt in this area is primarily a utility corridor rather than a separator. Development approvals subsequent to the June 4, 1973, publication of the Parkway Belt would preclude a widening in this area. The narrow Parkway Belt in other locations attains the objective of providing a cap to the expansion of the urban areas. The attractive Credit River Valley is more suitable for the provision of parkland. If the "Hole-in-the-Doughnut" is to be developed at some future date, a wider Parkway Belt might be required.
- iii) The Southern Link between the Credit River and Highway #410 primarily attains the objective of providing a cap to the expansion of the Mississauga Urban Area. It appears that some development in the "Hole-in-the-Doughnut" is a strong possibility and this is presently an alternative being studied by the Mississauga Official Plan Review. If the City of Mississauga and the Region of Peel approve this alternative then it is recommended that this section of the Parkway Belt be expanded northerly as a Complementary Use Area.
2. i) To include additional tableland at the Credit River/Mullet Creek Public Open Space Area.
- ii) Approximately twenty five acres of Public Open Space have been added in this location.
- iii) Although the Province has added approxi-



mately 25 acres of Public Open Space at the Credit River/Mullet Creek Public Open Space Area, this is really just a change from what was previously a "Complementary Use" area. It is recommended that additional land such as the Erindale College campus, the sewage treatment plant, Erindale Park/Conservation Area, Springbank Community Centre and St. Peter's Anglican Church be included in the Parkway Belt.

3. i) To design an additional link along the Credit River from Lake Ontario to the Northern Link.  
  
ii) In the area from Lake Ontario to the present Southern Link, addition of this new link would split the Mississauga Urban Area, which is not a function of the Parkway Belt. In the remainder of the valley to the Northern Link, such a new link designation would not serve any other function except to provide open space, an objective which can and will be achieved without the Parkway Belt. The preservation of valley lands in this and similar areas is the responsibility of either the local or regional municipality or the Conservation Authority. To follow this recommendation could also set a precedent to include other valleys in the Toronto-Centred Region. This, and other valleys in the Toronto-Centred Region will, however, be utilized in a regional trails programme.  
  
iii) If the City of Mississauga and the Region of Peel approve of development in the "Hole-in-the-Doughnut" in the current Mississauga Official Plan Review, it is recommended that the Province extend the Parkway Belt along the Credit River Valley between the Northern and Southern Links. This proposed mini-belt would serve the functions of a urban separator and a linked open space system.
4. i) To make the public open space acquisition a high priority.  
  
ii) The acquisition time table for the various facilities and uses within the Parkway Belt is not yet available. Budget restraints and a need for the provision of some of the linear facilities may preclude priority purchase of public open space lands. At least some indication with regard to timing and priorities should, however, be available in the near future.



- 7 - 2-7

iii) Regional staff recognize the need to provide utilities for functional reasons, however, it is felt that it is as equally important to consider parkland acquisition in any long range plan. The Region of Peel requests the timetable of timing and priorities as soon as it is completed.

5. i) To rename the Parkway Belt, if widening is not considered to Parkway Utility Belt.

ii) It has been known as the Parkway Belt since MTARTS was published in 1968. To consider a change of name now might only add to the present confusion. Numerous unsuccessful attempts have been made to find a better name. It is felt that sufficient explanation of the Parkway Belt objectives and their attainment is included in the Interim Draft Parkway Belt West Plan, however, a clarifying sub-title appears on the cover and title page of the draft plan.

iii) Although the name "Parkway Belt" has not been changed, the clarifying sub-title "Multi-purpose utility corridor, urban separator and linked open space system" is supported.

6. i) To relocate the QEW/401 Link Extension further west to provide an adequate buffer to the future urban area.

ii) An additional buffer east of Ninth Line could be provided through the regional and local official plans, zoning and plans of subdivision. A minor shift to the west might also be possible when this Link Extension is designed.

iii) It does not appear logical to provide a 1100' buffer between the Milton-Trafalgar Transmission Line and the proposed QEW/401 Link Extension. It is recommended that the QEW/401 Link Extension be shifted westward in order to create a larger buffer zone between the proposed highway and the developing lands to the east (Mississauga Northwest Urban Area).

7. i) To show all roads which will cross the Parkway Belt.

ii) The plan does indicate the existing routes and those additional routes which are essential.

The number and capacity of such routes is to be determined by the Ministry of Transportation and Communications on the basis of the Toronto-Centred Region Plan and regional and local official plans. Legislation provides for a review of the Plan which will ensure periodic reassessment of the need to connect the Mississauga Urban Area to the "Hole-in-the-Doughnut" or to the Streetsville (re-named Mississauga Northwest), Oakville, and Oakville North (re-named Milton East Future Urban Area) urban areas.

iii) The intention of the original recommendation to the Parkway Belt staff was made in order that the Region of Peel obtain clarification as to proposed interchanges, over-passes and road closings. Although, the detailed design of the proposed highways may not yet be completed, it is recommended that formal liaison with the staff of the Ministry of Transportation and Communications, Parkway Belt and Region of Peel begin as soon as possible.

8. i) To study further the possibility of connecting the Streetsville Urban Area and Malton by rail.

ii) The existing railway network appears to satisfy this need at the present time. A joint study by the two railways, CN and CP, is necessary to identify a need for such a connection. It would appear to be a very costly proposal because of: a) crossing of Highway 401, b) crossing of the Credit River, c) connection to the "Y" at Malton, and d) a possible crossing of Highway 407. A further deterrent would be the necessity for a major redesign of the Northern Link to accommodate this additional facility. The possibility of such a redesign is reduced with the implementation of the Hydro alignment.

iii) It is recognized that this is a very complicated study and will not be completed in time for inclusion of the Parkway Belt Final Plan. A committee composed of representatives from the Region of Peel Planning Department, Canadian Transportation Commission, Metro Toronto and the Ministry of Transportation and Communications will continue to examine this proposal. Therefore, it is recommended that further study be given to this matter in the preparation of the Regional Official Plan.

The number and capacity of such routes is to be determined by the Ministry of Transportation and Communications on the basis of the Toronto-Centred Region Plan and regional and local official plans. Legislation provides for a review of the Plan which will ensure periodic reassessment of the need to connect the Mississauga Urban Area to the "Hole-in-the-Doughnut" or to the Streetsville (re-named Mississauga Northwest), Oakville, and Oakville North (re-named Milton East Future Urban Area) urban areas.

iii) The intention of the original recommendation to the Parkway Belt staff was made in order that the Region of Peel obtain clarification as to proposed interchanges, over-passes and road closings. Although, the detailed design of the proposed highways may not yet be completed, it is recommended that formal liaison with the staff of the Ministry of Transportation and Communications, Parkway Belt and Region of Peel begin as soon as possible.

8. i) To study further the possibility of connecting the Streetsville Urban Area and Malton by rail.

ii) The existing railway network appears to satisfy this need at the present time. A joint study by the two railways, CN and CP, is necessary to identify a need for such a connection. It would appear to be a very costly proposal because of: a) crossing of Highway 401, b) crossing of the Credit River, c) connection to the "Y" at Malton, and d) a possible crossing of Highway 407. A further deterrent would be the necessity for a major redesign of the Northern Link to accommodate this additional facility. The possibility of such a redesign is reduced with the implementation of the Hydro alignment.

iii) It is recognized that this is a very complicated study and will not be completed in time for inclusion of the Parkway Belt Final Plan. A committee composed of representatives from the Region of Peel Planning Department, Canadian Transportation Commission, Metro Toronto and the Ministry of Transportation and Communications will continue to examine this proposal. Therefore, it is recommended that further study be given to this matter in the preparation of the Regional Official Plan.



9. i) To preserve unique forest stands during construction of highway and hydro lines.

ii) Naturally, preservation of tree stands is not possible on the highway rights-of-way. However, in designing the alignment the unique forest stands are already avoided. Other stands will be preserved if possible, at least partially.

iii) Regional staff support the Provincial comment.

10. i) To remove the written designation "Malport Yard" from Map 4.

ii) The "Malport Yard" designation has been taken out as shown in the draft plan. The Ministry of Transportation and Communications together with the Canadian National Railway and the Toronto Area Transit Operating Authority are reviewing other suitable alternatives for its location. However, the present Complementary Use Area designation does not preclude such activity as described in Section 4.2.3.

iii) Regional staff request clarification of Section 4.2.3. It does not appear that a facility such as the proposed "Malport" terminal would be permitted under this policy.

In addition to the above comments, Regional staff recommend the following boundary changes.

i) The municipal boundary between the City of Brampton and the City of Mississauga be amended to generally conform to the final southern limit of the Northern Link of the Parkway Belt. For the most part, this proposed boundary follows the future 500 KV. hydro transmission line and the CNR railway line. It is a more easily definable boundary and far less complicated than the existing. (Regional Council Recommendation 75-378-24)

ii) The municipal boundary between the City of Mississauga and the Town of Oakville be amended to generally conform to the eastern limit of the Oakville-Mississauga Mini-belt. The exchange of lands would be a net gain to the City of Mississauga of approximately 650 acres. This proposed boundary change would better recognize the community structure and orientation. (See Appendix for Planning Committee Report



iii) The municipal boundary between the City of Mississauga and the Borough of Etobicoke be amended to generally conform to the northern limit of the Southern Link of the Parkway Belt. The exchange of lands would be a net loss of 85 acres to the City of Mississauga. However, Highway #401 and other linear transportation facilities divide this parcel of land. This boundary change would better satisfy the goal of community identification.

RECOMMENDATIONS:

It is recommended:

1) That if the City of Mississauga and the Region of Peel support development in the "Hole-in-the-Doughnut" in the current Mississauga Official Plan Review the following changes be made.

i) That the Southern Link between the Credit River and the Airport Mini-belt be expanded northerly as a "Complementary Use" area.

ii) That the Credit River Valley between the Northern and Southern Links be added to the Parkway Belt Plan as a mini-belt.

2) That the Credit River/Mullet Creek Public Open Space Area be further expanded to include the related institutional and recreational uses to the south.

3) That the QEW/401 Link Extension be relocated westerly in anticipation of urbanization in that section of Peel in order that adequate buffering be provided.

4) That a formal liaison committee be established with the staff of the Ministry of Transportation and Communications, the Parkway Belt and the Region of Peel to examine the future regional transportation system.

5) That when the Parkway Belt West Plan is finalized, the following municipal boundaries be amended:

- i) City of Mississauga/City of Brampton (southern limit of Northern Link)
- ii) City of Mississauga/Town of Oakville (easterly limit of Oakville-Mississauga Mini-belt)
- iii) City of Mississauga/Borough of Etobicoke (northern limit of Southern Link)

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6) That this Report be forwarded for information to the City of Mississauga, the City of Brampton and the Town of Caledon.

7) That this Report be used as the Region of Peel's official response to be presented at the Parkway Belt Public Hearings.

DAB/vn

*Peter E. Allen*

Peter E. Allen,  
Commissioner of Planning.

*OK  
E. Jones*

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September 29, 1975.

The Honourable Darcy McKeough,  
Treasurer of Ontario  
and  
Minister of Treasury Economics  
and Intergovernmental Affairs,  
7th Floor  
The Frost Building South,  
Queen's Park,  
Toronto, Ontario

Dear Sir:

At its meeting of September 18, 1975, Peel Regional Planning Committee considered a report of the Commissioner of Planning on the Interim Draft, Parkway Belt West Plan. Please find a copy of this report enclosed herewith.

Further to this matter, Regional Council, on September 25, 1975, approved the following recommendation:

P-149-75:

"And that consideration be given to widening the Parkway Belt Southern Link through the Region of Peel to include more parkland;

And further, that additional table land be included in the area of the Credit Valley - Parkway Belt junction;

And further, that an additional north-south link be provided along the Credit River to connect the Parkway Belt Northern Link with Lake Ontario;

And further, that it be noted that the need for the widening of the Southern Link through Peel, the addition of table land in the Credit Valley - Parkway Belt area and north-south link along the Credit River increases if development is to be permitted in north-central Mississauga ("The Hole in the Doughnut");

And further, that the Province be requested to set the early acquisition of Public Open Space as a high priority;

And further, that if widening to include more parkland is not made, then the Parkway Belt West be renamed Parkway - Utility Belt West to more accurately reflect its function;

And further, that the Freeway Link in the Oakville-Mississauga Mini-Belt be relocated westerly in anticipation of urbanization in that section of Peel and that adequate buffering be provided;

And further, that the apparent conflict between the objectives of community integration and minimizing the numbers of traffic routes crossing the various belts be resolved and that in the final Parkway Belt Plan all road crossings be shown;

And further, that the Ministry of Transportation and Communications in conjunction with the Canadian Transport Commission, Metropolitan Toronto and the Region of Peel evaluate the advantages of a Canadian Pacific Rail Link from the Streetsville area to Malton as a means of providing additional rail capacity for passenger services within the Metro-Toronto commuter shed;

And further, that in the course of construction of the proposed highways and hydro transmission lines within the Parkway Belt, necessary measures be taken to preserve unique forest stands wherever possible;

And further, that the written designation Malport Terminal be removed from the Parkway Belt plan and that the area so designated Malport Terminal be retained as open space as shown on the Plan;

And further, that the report of the Commissioner of Planning dated September 4, 1975, on the Interim Draft, Parkway Belt West Plan, May 1975 be forwarded to the Cities of Mississauga and Brampton and the Town of Caledon for information and to the Ministry of Treasury, Economics and Intergovernmental Affairs as the Region of Peel's official response to the Interim Draft, Parkway Belt West Plan."

In discussing the above quoted recommendation certain Councillors expressed the opinion that residual portions of land remaining after Provincial needs for the Parkway Belt and utilities have been fulfilled should be disposed of to adjacent owners.

Richard L. Frost, M.A.  
Regional Clerk

...../lr  
LEB

att.

cc: P. E. Allen, Commissioner of Planning





Ontario

APPENDIX 5

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Ministry of Treasury  
Economics and  
Intergovernmental  
Affairs

416/965-6361

Frost Building  
Queen's Park  
Toronto Ontario

January 15, 1976.

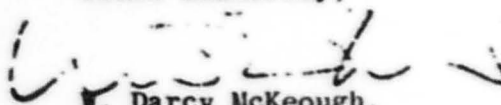
Dear Mr Frost -

May I take this opportunity to respond to your submission of September 29, 1975, regarding the Interim Draft Parkway Belt West Plan.

Your recommendations have been reviewed by my staff, the Interministerial Task Force and Steering Committee, and myself, and I am pleased to append our comments and response to those recommendations. I wish to advise you that those recommendations which you have made, and with which we have expressed agreement, will be reflected in the final draft Parkway Belt West plan, which is the document upon which the public hearings will be based.

If you wish to pursue further those recommendations with which we have not expressed agreement, or if there are any other matters which you wish to raise, may I invite you to make representation at the public hearings which should commence this spring.

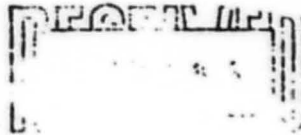
Yours sincerely,

  
Darcy McKeough,  
Treasurer of Ontario.

Mr. Richard L. Frost,  
Regional Clerk,  
Regional Municipality of Peel,  
150 Central Park Drive,  
Bramalea, Ontario.  
L6T 2V1.

Encl.

cc: Mr. L. H. Parsons, Chairman,  
Regional Municipality of Peel.



cc: The Hon. W. G. Davis, QC  
The Hon. J. Rhodes, MPP  
Mr. D. Kennedy, MPP  
Mr. B. Gregory, MPP  
Mr. T. Jones, MPP

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Recommendations and Comments

1. To consider widening of the Southern Link to include more parkland.

Comment: A widening of the Parkway Belt would be desirable only south of the Mississauga Northwest Urban Area (formerly the Streetsville Urban Area) for the purpose of community separation. The Parkway Belt in this area is primarily a utility corridor rather than a separator. Development approvals subsequent to the June 4, 1973, publication of the Parkway Belt would preclude a widening in this area. The narrow Parkway Belt in other locations attains the objective of providing a cap to the expansion of the urban areas. The attractive Credit River Valley is more suitable for the provision of parkland. If the "hole in the doughnut" is to be developed at some future date, a wider Parkway Belt might be required.

2. To include additional tableland at the Credit River/Mullett Creek Public Open Space Area.

Comment: Approximately twenty five acres of Public Open Space have been added in this location.

3. To design an additional link along the Credit River from Lake Ontario to the Northern Link.

Comment: In the area from Lake Ontario to the present Southern Link, addition of this new link would split the Mississauga Urban Area, which is not a function of the Parkway Belt. In the remainder of the valley to the Northern Link, such a new link designation would not serve any other function except to provide open space, an objective which can and will be achieved without the Parkway Belt. The preservation of valley lands in this and similar areas is the responsibility of either the local or regional municipality or the Conservation Authority. To follow this recommendation could also set a precedent to include other valleys in the Toronto-Centred Region. This, and other valleys in the Toronto-Centred Region will, however, be utilized in a regional trails program.

4. To make the public open space acquisition a high priority.

Comment: The acquisition time table for the various facilities and uses within the Parkway Belt is not yet available. Budget restraints and a need for the provision of some of the linear facilities may preclude priority purchase of public open space lands. At least some indication with regard to timing and priorities should, however, be available in the near future.

5. To rename the Parkway Belt, if widening is not considered, to Parkway Utility Belt.

Comment: It has been known as the Parkway Belt since MTARTS was published in 1968. To consider a change of name now might only add to the present confusion. Numerous unsuccessful attempts have been made to find a better name. It is felt that sufficient explanation of the Parkway Belt objectives and their attainment is included in the Interim Draft Parkway Belt West Plan, however a clarifying sub-title appears on the cover and title page of the draft plan.

6. To relocate the QEW/403 Link Extension further west to provide an adequate buffer to the future urban area.

Comment: An additional buffer east of Ninth Line could be provided through the regional and local official plans, zoning and plans of subdivision. A minor shift to the west might also be possible when this Link Extension is designed.

7. To show all roads which will cross the Parkway Belt.

Comment: The plan does indicate the existing routes and those additional routes which are essential. The number and capacity of such routes is to be determined by the Ministry of Transportation and Communications on the basis of the Toronto-Centred Region Plan and regional and local official plans. Legislation provides for a review of the Plan which will ensure periodic reassessment of the need to connect the Mississauga Urban Area to the "hole in the doughnut" or to the Streetsville (re-named Mississauga Northwest), Oakville and Oakville North (re-named Milton East Future Urban Area) urban areas.

8. To study further the possibility of connecting the Streetsville Urban Area and Malton by rail.

Comment: The existing railway network appears to satisfy this need at the present time. A joint study by the two railways, CN and CP, is necessary to identify a need for such a connection. It would appear to be a very costly proposal because of: a) crossing of Highway 401, b) crossing of the Credit River, c) connection to the "Y" at Malton, and d) a possible crossing of Highway 407. A further deterrent would be the necessity for a major redesign of the Northern Link to accommodate this additional facility. The possibility of such a redesign is reduced with the implementation of the Hydro alignment.



9. To preserve unique forest stands during construction of highway and hydro lines.

Comment: Naturally preservation of tree stands is not possible on the highway rights-of-way. However in designing the alignment the unique forest stands are already avoided. Other stands will be preserved if possible, at least partially.

10. To remove the written designation "Malport Yard" from Map 4.

Comment: The "Malport Yard" designation has been taken out as shown in the draft plan. The Ministry of Transportation and Communication together with the Canadian National Railway and the Toronto Area Transit Operating Authority are reviewing other suitable alternatives for its location. However, the present Complementary Use Area designation does not preclude such activity as described in Section 4.2.3.

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THE REGIONAL MUNICIPALITY OF PEEL

PLANNING DEPARTMENT

The Chairman and Members  
of the Planning Committee

September 4, 1975.

RE: Report on the Interim Draft, Parkway Belt West Plan, May 1975.

ORIGIN:

The Regional Municipality of Peel has been requested by the Ministry of Treasury, Economics and Intergovernmental Affairs to comment on the Interim Draft, Parkway Belt West Plan, May 1975.

BACKGROUND:

In 1970, an Interministerial Parkway Belt Task Force was established to refine the principles and to undertake the detailed physical design of the Parkway Belt West, as introduced in the Toronto Centred Region Plan.

In June 1973, The Parkway Belt: West was published by the Ministry of Treasury, Economics and Intergovernmental Affairs. Concurrently, the Parkway Belt Planning and Development Act (Bill 130) was passed to provide a legal context for the preparation of a detailed physical design plan and the imposition of Land Use Regulations to the Parkway Belt Planning Area.

In June 1974, the Province appointed two Advisory Committees to assist in the development of the Plan. The Minister appointed the "Interested Groups and Residents Advisory Committee", which consists of representatives of fifteen groups and ten citizens at large and the "Municipal Advisory Committee" which consists of the Chairmen from the Regions of Peel, Hamilton-Wentworth, Halton, Metropolitan Toronto and York, together with respective planning staff member: Mr. L. Parsons is Chairman of the Municipal Advisory Committee. Copies of the two Advisory Committee Reports will be available in the Planning Department, once they have been released by the Province.

On May 23, 1975, the Honourable W. Darcy McKeough released the Interim Draft, Parkway Belt West Plan and all affected Regions and Municipalities were asked to comment on the Plan. Comments on the Plan from the City of Mississauga and the City of Brampton are attached for your reference.

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SUMMARY OF THE PLAN:

The Interim Draft, Parkway Belt West Plan has been distributed to all members of Regional Council and should be read in conjunction with the following text.

The Plan is comprised of six main sections:

- 1) Introduction
- 2) Goals of the Parkway Belt System
- 3) Objectives
- 4) Plan Interpretation
- 5) Policies
- 6) Links of Parkway Belt West

The "Introduction" includes definitions, the basis of the Plan, and a list of the seven main links in the Belt. The four major "Goals" are stated in section 2 and establish the fundamental philosophy behind the Plan. Section 3 sets out the "Objectives" of the Plan which are the means for achieving the desired goals. It is important to note that since the Parkway Belt West is multi-purpose in nature, all the objectives are not necessarily applicable in all parts of the Parkway Belt West.

Section 4, "Plan Interpretation", proposes land uses and facilities in the Parkway Belt West in two general categories, Public Use Area and Complementary Use Area. The Public Use Area comprises primarily areas presently used and to be used in the future for public open space and for linear facilities. The Complementary Use Area comprises areas that will be maintained or developed in uses that are compatible with and assist in the attainment of the objectives of the Parkway Belt West.

Section 5 outlines the various "Policies" required to implement the Plan. There are three main types of policies described as follows: "Policies for Positive Action", "Policies for Co-ordinating Actions" and "Policies for Control Actions".

Section 6, "Links of Parkway Belt West" describes in detail, the specific elements of the Plan for each link. This consists of "specific objectives" and "specific policies". The maps following section 6 constitute part of the Plan and should be read together with the text.

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3.

The Appendix (green paper) supplements the actual Plan and is comprised of the following:

- 1) Historic Background
- 2) Philosophy of the Parkway Belt System
- 3) Process of Plan Preparation, Amendment and Review
- 4) Rationale: General Provisions of the Plan
- 5) Rationale: Design of Links of Parkway Belt West
- 6) Recreational Open Space and Trails System
- 7) Bibliography

COMMENTS:

The Parkway Belt West System is truly of major regional significance and as such has far-reaching implications for the Region of Peel. The concept of the Parkway Belt is viewed as a vital component in the achievement of the urban structure envisioned by the Province in the Toronto-Centred Region Plan and in the proposed Central Ontario Lakeshore Urban Complex plan. In the Region of Peel, it appears that the goals of the Interim Draft Parkway Belt West Plan could be better satisfied. For the most part, the Parkway Belt System in the Region of Peel is simply a utility corridor, i.e. provision for future highways and hydro-transmission lines. Regional staff consider that because of the nature of the Parkway Belt, its name should be changed to Parkway-Utility Belt West to more accurately reflect its function. This recommendation was made earlier by the Municipal Advisory Committee in its report to the Province.

From a regional viewpoint, the general philosophy and functions of the Parkway Belt are supported. The Northern Link will separate Brampton from Mississauga and the Oakville-Mississauga Mini-belt will separate Oakville from Mississauga. The Southern Link and Airport Mini-belt are primarily regional transportation links. However, several fundamental questions need to be answered with regard to the future urban structure or urban form of the Region. The Southern, Northern and Airport Mini-belt Links and the Credit River define an area of what has become known as the "Hole in the Doughnut". It is specifically stated in the Plan that these Links define the limits of the Brampton Urban Area, the Mississauga Urban Area and the Mississauga Industrial Area. If this is to be the case, then urban development

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in the "Hole in the Doughnut" should not occur. A preliminary assessment indicates that at least some development in the "Hole in the Doughnut" is a possibility. In fact, in the consultants' recommendations to the City of Mississauga Official Plan Review, residential development is proposed north of the Southern Link to Eglinton Avenue. If development occurs in the "Hole in the Doughnut", then the concept of the Parkway Belt through this area should be reappraised. Even if development is not permitted, the adequacy of these Links is questioned, due to the lack of parkland, open space and future flexibility.

One of the objectives of the Oakville-Mississauga Mini-belt is the definition of the limits of the Oakville, Mississauga and Streetsville Urban Areas. A close examination of the location of the Belt reveals the fact that there is approximately 1,100 acres of land located south of Dundas Street between the western limit of the Region of Peel boundary and the Belt in the Town of Oakville. This land can best be serviced (water and sewer) through the South Peel System. If this land is ever to be developed, it would be separated from the rest of the Town of Oakville by the Belt and would become a logical extension of the City of Mississauga. This issue will be more fully addressed in the preparation of the Regional Official Plan.

With rapid urban growth occurring, it is essential, that there be adequate provision of recreational opportunities for the present and future population. There are many potential areas near the Parkway Belt which could become part of the overall system. One area which is very critical is the Credit River Valley-Parkway Belt junction where additional tablelands should be incorporated into the Parkway Belt. For example this should include the Erindale College campus, the sewage treatment plant, Erindale Park/Conservation Area, Springbank Community Centre and St. Peter's Anglican Church. It is recommended that the whole Credit River Valley between the Northern Link and Lake Ontario be given consideration as part of the Parkway Belt. The Municipal Advisory Committee recommended that the Credit River

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Valley be included as part of the Parkway Belt between the Southern and Northern Links. It appears logical to also include the Credit River Valley south of the Southern Link to provide more parkland and open space.

In the Interim Draft Parkway Belt West Plan, goal "2.1 Community Identification" is defined as follows: "Separate and define boundaries of urban areas, thus helping to provide residents with a sense of community identification." This is clearly a supportable goal. However, objective 3.2 states the following: "Separate Communities by providing a break in the pattern of continuous urban land use and by minimizing the number of traffic routes connecting urban areas across the Parkway Belt". There appears to be conflict between this goal and objective. From a regional point of view, it is vital that there be adequate north-south transportation routes to link the Area Municipalities. The Region also supports the goal of strengthening community identification. Therefore, it is suggested that resolution of the problem may be achieved, if the Province clearly shows which north-south links will cross the Parkway Belt.

During numerous meetings with Provincial and Federal staff, the possibility of linking the C.P.R. line north of Streetsville with the C.N.R. line north of Malton was discussed. The proposed link would serve as a by-pass for freight services from Oshawa and eastern Ontario to both Guelph in the west and Niagara Falls and Hamilton in the southeast. The suggested alignment of this proposed link would follow the Northern Link from Winston Churchill Boulevard to Torbram Road near the proposed C.N. yard. As a result of Regional staff comments, the Ministry of Transportation and Communication in conjunction with the Canadian Transportation Commission, Metro Toronto and the Region of Peel have undertaken a preliminary study of the railway rationalization in the Toronto Centred Region, with the

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objective of providing capacity for additional passenger services in the Toronto area. It is recommended that this issue be studied further in conjunction with the Parkway Belt staff.

Within the Parkway Belt, in the Region of Peel, several sections are designated as Complementary Use Areas. From a regional point of view, it would be desirable to integrate the Parkway Belt West Plan on a more comprehensive basis with other land use planning elements. It is recommended that the Complementary Use Areas be defined more specifically and that the range of permitted uses be examined in conjunction with the preparation of the Region of Peel Official Plan. Specifically, Regional staff feel that two areas of Complementary Use should be re-examined.

Regional Council has already requested the Province to permit lands located east of Airport Road, south of the proposed Highway #407, west of the Claireville Conservation Area and north of the C.N.R. railway line for low density, complementary industrial use. It is also recommended that the ultimate use of the lands located north of the Ontario Hydro generating station east of Winston Churchill Boulevard which are within the Complementary Use Area be further studied in the preparation of the Regional Official Plan.

Single-family residences are permitted only on vacant lots in certain parts of the Complementary Use Areas. The areas included in the Plan are listed as follows:-

City of Mississauga:

- East side of Mill Street (Meadowvale)
- West side of Pond Street south of Barberry Lane (Meadowvale)

City of Brampton:

- Martin's Boulevard (Churchville)
- Albert Street (Churchville)
- Bennet Street (Churchville)
- West side of Churchville Road (Churchville)
- Lot 14, Concession 1, East of Hurontario Street (Township of Toronto)

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7.

Regional staff consider that these areas are insufficient and only cover half of the existing developed area. The Complementary Use Area east of the 9th Line surrounding Churchville needs clarification and definition.

The municipal boundary between the City of Brampton and the City of Mississauga was established along the southern limit of the Northern Link of the Parkway Belt Planning Area. It appears logical that once the Parkway Belt West Plan is finalized, the municipal boundary be adjusted to coincide generally with the final southern limit of the Northern Link. This will add approximately 600 acres to the City of Brampton, but a good part of it will be taken up by the 500 K.V. hydro transmission line.

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The following development proposals (residential and industrial subdivisions) are partly within or adjacent to the Design Area of the Interim Draft Parkway Belt West Plan. The following list gives the status of each of the proposals as they relate to the Plan.

Number	Type	Status
<u>City of Mississauga</u>		
<u>i) Norther Link</u>		
3134	Residential	Draft approved by the Province
4179	Industrial	Draft approved by the Province, but in obvious conflict with the Parkway Belt (P.B.). Province will have to resolve this conflict.
4400	Industrial	Being processed. Draft approval should reflect the P.B. requirements.
4320	Industrial	Being processed. Draft approval should reflect the P.B. requirements.
5174	Industrial	Conflict with Plan as most of the subject lands are within the P.B. Lands outside of the P.B. will have to be developed in conjunction with Plan T74232 to the south.
5154	Industrial	Being processed. Draft approval should reflect the P.B. requirements.
5091	Industrial	Proposed development entirely within the P.B. and as such unlikely to be approved.
<u>ii) Airport Mini-belt</u>		
3795	Industrial	Being processed. Draft approval should reflect the P.B. requirements.
75134	Industrial	Regional Council recommended an amendment to the Land Use Regulations.
74297	Industrial	Regional Council recommended an amendment to the Land Use Regulations and this has been approved by the Province (i.e. lands outside of the Design Area).

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75068            Industrial    Province has approved an amendment to the Land Use Regulations. Regional Council has recommended draft approval.

(iii) Southern Link

22580           Residential    Proposed development almost entirely within the P.B. and as such unlikely to be approved.

24461           Residential    } Draft approved by the O.M.B.

74334           Residential    }

74332           Residential    }

25138           Industrial    } Existing Official Plan Amendment #237 designates area as industrial. Mississauga Official Plan Review suggests residential. Draft approval should reflect the P.B. requirements.

21229           Industrial    }

23581           Residential    } Plans of subdivision should reflect the P.B. and the Land Use Regulation Area and should be developed in accordance with Amendment #246.

24659           Residential    }

24063           Residential    }

24065           Residential    }

25240           Residential    }

25070           Residential    Draft approved by the Province with lands received for the P.B.

(iv) Oakville-Mississauga Mini-belt

75508           Industrial    Being processed. Draft approval should reflect the P.B. requirements.

City of Brampton

(i) Northern Link

23722           Industrial    Draft approved by the Province with provisions made for Highway #407.

The noise and visual impacts of the Parkway Belt are two major concerns that should be considered in the processing of these applications for development. The adverse effect of noise from the future transportation corridor on the built-up residential areas and the residential developing communities should be minimized. Buffering should be provided and this could be by means of a combination of distance, set-backs, fencing, landscaping, berming and road elevation.

The development area between Winston Churchill Boulevard and the Oakville-Mississauga Mini-belt has a potential population of 160,000. If these lands are to be developed, the provision of a buffer zone between the Freeway Link (from Highway 401 to Highway 403) is necessary and this could be provided by shifting the alignment of the Freeway Link westward. This shift would not necessitate a change in the boundary of the Parkway Belt.

On the southern limit of the Southern Link between the Oakville-Mississauga Mini-belt and the Credit River a 100 foot buffer strip is designated as a Complementary Use Area. This buffer strip is encouraged, but should logically be designated Public Open Space and purchased by the Province. Throughout the remainder of the Southern Link and Airport Mini-belt and Northern Link, there is little or no provision for buffering with existing or developing communities.

LEGISLATION AND  
IMPLEMENTATION

When the proposed final Parkway Belt West Plan has been prepared, the Minister of Treasury, Economics and Intergovernmental Affairs will provide each municipality within the area with a copy of the proposed Plan. Each municipality will be invited to submit comments on the Plan over a period of time of not less than three months. The Minister will also ensure that notice appears in one or more local newspapers advising where a copy of the Plan may be obtained, and invite the submission of comments from the general public. After the expiration of the time allowed for the submission of comments on the Plan, the Minister will appoint hearing officers to conduct public hearings for the purpose of receiving representations on the Plan. Within three months after the conclusion of these hearings, the hearing officer will report to the Minister a summary of the representations together with a report recommending acceptance, rejection, or modification of the Plan. These recommendations will be made available to each municipality. Subsequent to the consideration of comments received and of the report of the hearing officer, the Minister will submit the proposed Plan with his recommendations to the Lieutenant Governor in Council.

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Upon approval, the effect of the Parkway Belt West Plan will be to supercede the provisions of the existing Official Plans and Restricted Area By-laws. Where there is any conflict, the Minister will invite the municipality to submit proposals for the resolution of the conflict by amendment to the Official Plan and/or Zoning By-law. In the event that the conflict cannot be resolved, the Minister may by order, amend the Official Plan and Restricted Area By-law to the extent that both conform to the provision of the Parkway Belt West Plan. Once the Plan is in effect, and the existing Official Plans and Restricted Area By-laws have been amended the Land Use Regulations imposed in June 1973 by the Province, will be lifted.

RECOMMENDATIONS:

It is recommended:

- 1) That the municipal boundary between the City of Brampton and the City of Mississauga be amended to generally conform to the final southern limit of the Northern Link of the Parkway Belt.
- 2) That consideration be given to widening the Southern Link through the Region of Peel to include more parkland.
- 3) That additional table-land be included around the Credit Valley - Parkway Belt junction.
- 4) That an additional north-south link be provided along the Credit River to connect the Parkway Belt Northern Link with Lake Ontario.\*  
(\*That the need for 2, 3 and 4 above, increases )  
( if development is to be permitted in the "Hole")  
( in the Doughnut". )
- 5) That the Province be requested to set the early acquisition of Public Open Space as a high priority.
- 6) That if widening to include more parkland is not made, then the Parkway Belt West be renamed Parkway-Utility Belt West to more accurately reflect its function.
- 7) That the Freeway Link in the Oakville-Mississauga Mini-belt be relocated westerly in anticipation of urbanization in that section of Peel and that adequate buffering be provided.



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12.

- 8) That the apparent conflict between the objectives of community integration and minimizing the numbers of traffic routes crossing the various Belts be resolved and that in the final Plan all road crossings be shown.
- 9) That the M.T.C. in conjunction with the C.T.C., Metro Toronto and the Region of Peel evaluate the advantages of a C.P. Rail link from the Streetsville area to Malton as a means in providing additional rail capacity for passenger services within the Toronto commuter shed.
- 10) That in the course of construction of the proposed highways and hydro transmission lines, necessary measures be taken to preserve unique forest stands wherever possible.
- 11) That this Report be forwarded for information to the City of Mississauga, the City of Brampton and the Town of Caledon.
- 12) That this Report be forwarded to the Ministry of Treasury, Economics and Intergovernmental Affairs as the Region of Peel's official response.

DAB/vn

*Peter E. Allen*

Peter E. Allen,  
Commissioner of Planning.

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APPENDIX 1

CITY OF MISSISSAUGA  
PLANNING DEPARTMENT

ITEM: 10  
FILE: SP 163  
DATE: August 13, 1975

MEMORANDUM

TO H. McCallion, Chairman, and Members of the City of Mississauga Planning Committee.

FROM R. G. B. Edmunds, Commissioner of Planning.

SUBJECT The Interim Draft Parkway Belt West Plan.

ORIGIN Request from the Ministry of Treasury, Economics and Intergovernmental Affairs for the City's comments regarding the Interim Draft Plan.

COMMENTS (i) History

In May 1970, the Province released the Toronto Centred Region Plan (TCR), the first in a series of regional development reports under the Design for Development Program. The TCR Plan was adopted as government policy which established the Development Concept to be used as a guideline for all government decisions having an effect on the TCR.

One of the major components of the TCR Plan is the Parkway Belt designed to structure the two-tier arrangement of cities extending from Hamilton to Oshawa. Since 1970, the TCR Plan has been refined through the release of the Status Report in August 1971, and the Central Ontario Lakeshore Urban Complex (COLUC) Report in December 1974. In conjunction with the refinement of the overall Development Concept, an interministerial task force, established in 1970 to design the Parkway Belt, released a report in June 1973, which introduced legislation creating the Parkway Belt West Planning Area between Dundas and Markham. In May 1975, the Ministry of Treasury, Economics and Intergovernmental Affairs released the Interim Draft Plan amending the boundaries in part of the Parkway Belt West Planning Area.

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(ii) Procedure Towards Approval of the Parkway Belt Plan

On May 23, 1975, the Province approved Ontario Regulation 399/75 amending the boundaries of the Parkway Belt West Planning Area from the original planning Area which came into force in June 1973. The Interim Draft Plan was distributed to the affected municipalities for their review, and their comments will be used in preparing the second draft which will be the subject of Public Hearings within three months of the Plan's publication. Following the public hearings, the Parkway Belt Plan will be adopted and the municipalities involved will assume the task of administering the Plan; they will be required by legislation to incorporate the policies into local official plans and zoning by-laws.

(iii) Summary of the Interim Draft Plan

The Interim Plan sets out the following goals for the Parkway Belt System:

1. Community Identification - separate and define the boundaries of urban areas, thus helping to provide the residents with a sense of community identification.
2. Integration of Two-Tier System of Urban Areas - link urban areas with each other and with areas outside the region by providing space for movement of people, goods, energy and information without disrupting community integrity and function.
3. Land Reserve for Future Flexibility - provide a land reserve for future linear facilities and for unanticipated activities requiring sites of high accessibility and substantial land area.
4. Linked Open Space Framework - provide a system of open space and recreational facilities linked with each other and with nearby communities and with other regional recreational areas.

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The report classifies the Parkway Belt lands into two categories: Public Use Area and Complementary Use Area; and it proposes a series of policies by which the above goals can be achieved, including public acquisition of lands, public undertakings such as the construction of expressways and hydro lines; and the use of control actions such as official plans and zoning by-laws and development agreements. Specific reference is made to those parts of the Parkway Belt within Mississauga and the rationale for it.

Because of the length of the Parkway Belt West Plan, it is not the intention of this report to describe in detail the contents of the plan. A series of appendices to this report provides further details.\* Reference should also be made to the complete Interim Draft Plan, copies of which are available for perusal at the Planning Department Offices. Figure 1 shows the Parkway Belt proposals and the uses that will be permitted within it. Figure 2 shows the additions and deletions from the previous Parkway Belt proposals of June 1973, as well as the Complementary Use Areas and the Public Use Areas.

As requested by the Ministry of Treasury, Economics and Intergovernmental Affairs, this report will be confined to a review of the proposals, and to comments on their relevance to Mississauga.

(iv) Implications for Mississauga

The basic concept of the Interim Draft Plan represents a sound planning approach for the provision of open space and recreational activities, and their coordination with other activities within the Toronto Centred Region. Providing suitable links between urban areas and open space areas, the concept also establishes boundaries that should create community identification. The reservation

- \* Appendix 1 - Objectives
- Appendix 2 - Interpretation and Definitions
- Appendix 3 - Policies
- Appendix 4 - Report from the Environmental Advisory Board
- Appendix 5 - Report on the Suggested Inclusion of Additional Lands Along Mississauga/Etobicoke Boundary



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of lands providing for flexibility in the planning of future facilities, the form and demand for which are presently unknown, also has considerable merit.

With respect to the impact of the Interim Draft Plan on Mississauga, there are a number of features of the Plan which require either further clarification or reconsideration before the Plan should be approved.

(a) Utility Corridor

Within Mississauga, the Parkway Belt System basically consists of four relatively narrow strips of land containing the right-of-way for future and existing utilities and transportation facilities. Sizeable open spaces are proposed where the Northern Link meets the Oakville/Mississauga Mini-belt, and where the Southern Link meets the Credit River; but these proposals only represent recognition of existing open space facilities such as golf courses and conservation areas. The proposals in this plan, if approved, would add little new open space in Mississauga. The Mississauga Environmental Advisory Board has also commented on this aspect of the Parkway Belt Interim Plan:

"Except in the Credit River area, the Parkway Belt through Mississauga is little other than a dressed-up utility corridor. It presents little, if anything to relieve the need for regionally scaled parks in Mississauga and area. Recreation proposals are almost totally trails oriented and the aesthetics of these may be questioned when associated with utility or transportation facilities."

During the preparation of the Official Plan, some consideration should be given to either increasing the width of the corridors, or to providing more open space at the nodes of the proposed system. Possible areas for consideration could include the Credit River Valley (which is described further below under (b) - North Central Area), the widening

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of the Oakville/Mississauga Mini-belt, or the expansion of the Credit River Southern Link node. In the Mississauga Official Plan Review presented by consultants earlier this year, a considerable shortage of recreational space and parks relative to existing developments was noted. Additions to the Parkway Belt may be one way of alleviating this shortage.

Council has approved a resolution recommending the inclusion of additional lands along the West Branch of the Humber and Mimico Creek. A staff report is included as Appendix 5,

(b) The North Central Area

The Interim Draft Plan accepts the Toronto Central Region (TCR) concept that this North Central Area will not be developed, and recommends restricting the transportation linkages traversing the Parkway Belt between the North Central Area and the areas of development outside of it.

During the discussion of the width of the Southern Link, the Interim Plan states:

"There is no need for a wide belt to separate the area from what is to remain a rural area. A number of tightly packed linear facilities are an adequate cap to the Mississauga urban area."

If the assumption is accepted that no development will take place in the North Central Area, the Credit Valley, as the western boundary of this area, should be included in the Parkway Belt System as an additional north-south link which would separate the urbanized West Credit area (referred to as Streetsville urban area in the Interim Plan) from the rural North Central Area, as well as providing some open space unimpeded by utilities or transportation facilities.

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It should be noted that the question of whether the North Central Area should remain as a rural area or be developed, will be studied during the preparation of the Official Plan. The Official Plan Review recommended development north of the Southern Link to Eglinton Avenue, but this proposal assumed that Highway 403 would not be built in the Southern Link as shown on the Interim Draft Plan. Since the issue of the North Central Area will be resolved during the preparation of the Official Plan, it is suggested that there be some allowance for future changes in the general configuration of the Parkway Belt System in Mississauga. Such changes could take the form of widening the Southern Link as well as the Airport Mini-belt, and the inclusion of the Credit Valley as part of the Parkway Belt System as described above under Section iv (a).

(c) Transportation Facilities

Of the numerous transportation issues raised by the Interim Plan, only three merit comment in this review. The first is the proposed alignment of expressway facilities in the Oakville/Mississauga Mini-belt (from the QEW/403 interchange north to the Highway 407 interchange), and the Highway 403 east-west alignment along the Southern Link, which connects with Highway 401 south of the Airport. The Official Plan Review recommends the Oakville/Mississauga Mini-belt alignment in place of the east-west route along the Southern Link. A recent Council decision to retain Highway 403 in the east-west (Southern Link) alignment rather than in the Oakville/Mississauga Mini-belt alignment, has, however, precluded further discussion and study of the Highway 403 alignment as part of the preparation of the Official Plan. Nevertheless, although the Parkway Plan provides no data in support of the Oakville/Mississauga Mini-belt road (except as a corridor for future use), the possibility that such a facility may at some time be required in this location should not be discarded, and sufficient right-of-way should be retained within the Oakville/

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Mississauga Mini-belt, north of the QEW/403 interchange to the 401/407 interchange.

The second issue is the inclusion of a proposed east-west inter urban transit line of indefinite character, along the Southern Link with a connection to the CPR line at Erindale, a spur line to the airport and an easterly connection to Etobicoke along Eglinton Avenue. As with the Oakville/Mississauga Mini-belt expressway alignment, there is no supporting information for this facility and it appears to be a tentative general proposal as a corridor for future use. One of the goals of the revised Official Plan may be, however, to make Mississauga more self-sufficient in terms of employment opportunities and related housing supply, and in providing a Central Area and the facilities appropriate to a Regional Sub-centre. The proposed transit line should be studied with respect to the way in which it may contribute to or detract from such a goal.

The third issue concerns the limited access arterial road connection from the proposed Highway 403 interchange near Cawthra Road, to a point on Eglinton Avenue in Etobicoke; this should be evaluated in terms of whether it helps to achieve whatever overall development strategy Mississauga decides to adopt. Considerable study of other aspects of this road in conjunction with Metro Toronto, Etobicoke and Region of Peel authorities will also be necessary.

The provision of transportation facilities constitutes a very important component of the Official Plan preparation. A complete response to the questions raised by the Parkway Plan with respect to transportation facilities will emerge during the preparation of the Official Plan. Like the situation of the North Central Area, some amendments to the Parkway Belt Plan may be recommended when the Official Plan has been completed.



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(d) Malport

The CNR has proposed a terminal for intermodal traffic (defined as the movement of mail, expressway and general freight in piggyback trailers and containers of the railway system) for a site within the Northern Link, northwest of the residential area of Malton. Although the Interim Draft Plan designates this site for the Malport terminal, there are no explicit statements or supporting data to explain this recommendation. As permitted uses within a Public Use Area, Section 5.3.2 (a) (1) (P 22) of the Interim Plan, identifies "linear transportation communication and utility facilities, including the necessary ancillary facilities and installations such as interchanges, transformer stations and treatment plants that are part of the linear distribution of collection networks." If this is the implicit justification for the location of the Malport terminal, it would appear to be a tenuous extension of the definition of "linear transportation communication and utility facilities" to permit what is essentially a freight yard. The establishment of rail lines carrying freight and passengers, appears to be more consistent with the intent of the Parkway Belt Plan than the facilities and frequently short movement of trains and trucks. Notwithstanding these comments, the Region of Peel and the City of Mississauga are involved in a study of the proposed intermodal facility in terms of not only its relationship to the Parkway Belt, but also to other factors, such as increased levels of noise and traffic considerations. Whether the Malport facility should locate in this site, within the Parkway Belt, is a question that should await completion of the study.

(e) Open Space and Landscaping Planning

The major concern at this point is the need to establish some method of involving Mississauga in the planning of open space,

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landscaping, and screening facilities for the Parkway Belt lands. Since much of the parkway belt in Mississauga contains utility corridors and linear transportation facilities, provision of screening and landscaping for aesthetic purposes and the development of trails and bicycle paths for recreational purposes is of great importance. During the Solandt Commission hearings, which were held to help determine the best alignment for the 500 KV transmission location between Nanticoke and Pickering, as well as in the comments submitted in response to Ontario Hydro's Long Range Plan, Mississauga has demonstrated its concern for aesthetic and environmental considerations associated with the establishment of utility and hydro facilities. The presence of transportation facilities adjacent to these other facilities increases the need for adequate landscaping and screening. Although no response from the Provincial Government has been given to Mississauga's request for the establishment of some means by which Mississauga could participate in the planning of landscaping and open space for hydro facilities, Mississauga should continue to request that such means be established. This point is also made by the Environmental Advisory Board in their report (Appendix 4).

The Environmental Advisory Board report has commented also that field services to assist in the protection of natural landscaping are available from the Ministry of Natural Resources, and recommends that: "Such services should be taken advantage of at an early date." In addition, citing the lack of public access to the greenbelt lands surrounding Ottawa, the Environmental Advisory Board report recommends that the Parkway Belt lands should be made accessible to the general public as soon as possible. One such area might be the north-east corner of Lakeshore Road and Winston Churchill Boulevard which is designated for use by Ontario Hydro, but which is unlikely to be used in the near future. This report supports both these recommendations.

(f) Official Plan Amendments

Although the preparation of a revised Official Plan is taking place, there are a number of existing amendments to the present Official Plan for lands adjacent to and part of the parkway belt as noted below.

Amendment 245 refers to the industrially-designated lands north-west of Toronto International Airport as shown on Figure 3. Also shown is the northern boundary of the lands as modified by the Minister of Housing when Amendment 245 was approved, and the boundary of the Interim Parkway Belt West Plan. The Minister's modification provided for the industrial designation of any additional lands that might result when the final boundary of the parkway belt is established. As Figure 3 indicates, the changes from the Minister's modification and the Interim Parkway Belt Plan West are relatively minor and the precise establishment of the parkway belt west boundaries will occur during the processing of plans of subdivision.

Amendment 238 is concerned with the lands south of Amendment 245 as shown on Figure 4. The changes between the Minister's modification to the Amendment approved by the Town in April 1973, and the Interim Parkway Belt Plan involve a slight loss of some of the industrial lands along the western boundary. Like Amendment 245, changes are relatively insignificant and a precise boundary will be established during the processing of plans of subdivision.

Amendment 237, shown on Figure 5, is affected along its western boundary, which the Interim Parkway Plan has moved slightly to the east to include within the parkway belt the C.P.R. tracks and additional lands along the right-of-way. The northern boundary of Amendment 237 is also altered to include additional lands in the parkway belt. Flexibility concerning the final location of the parkway belt in this area was anticipated in the Minister's modification at the time of approval in October 1973. Like the other amendments, the precise boundary will be determined during the processing of plans of subdivision.



FIGURE 3  
AMENDMENT 245

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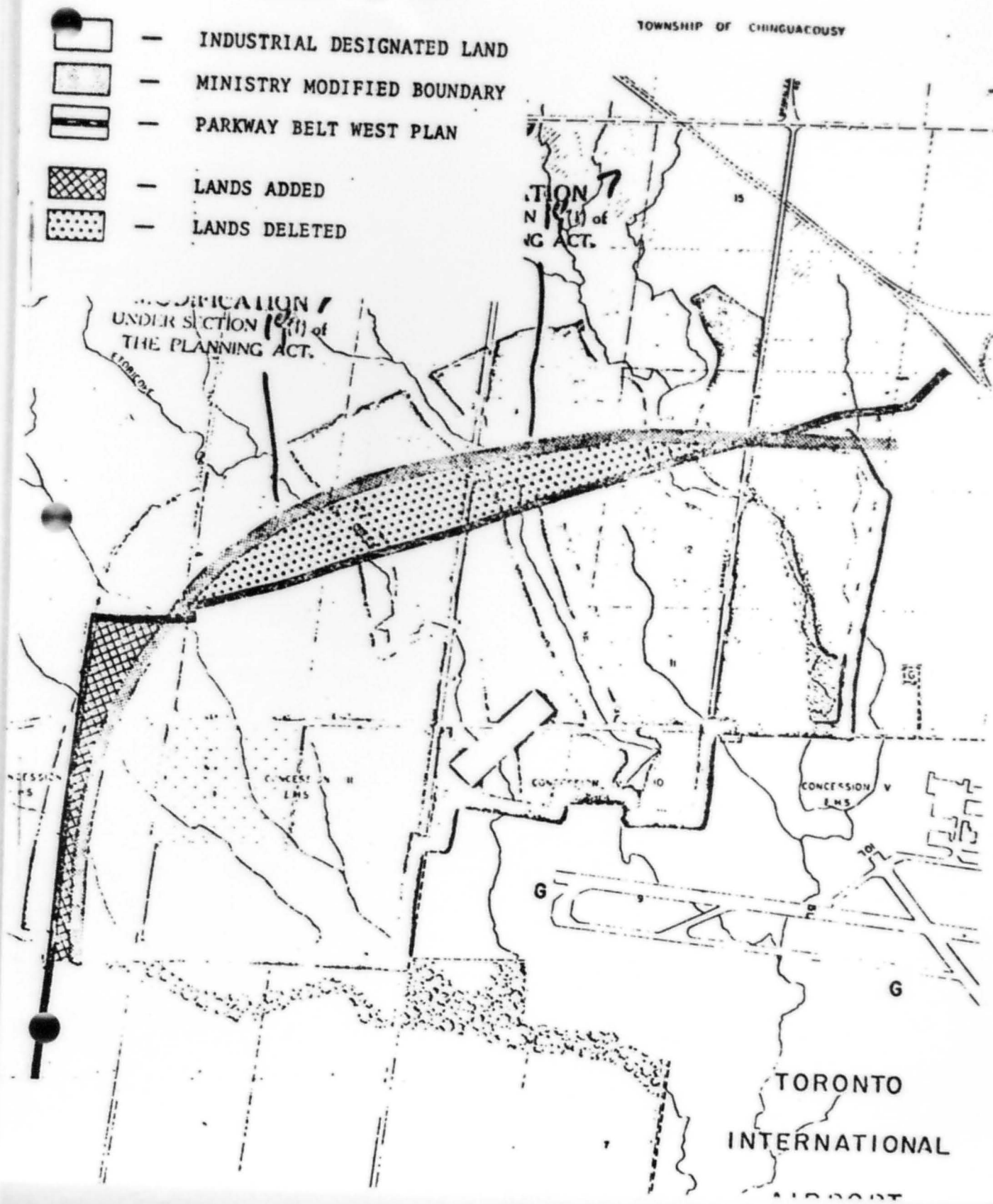


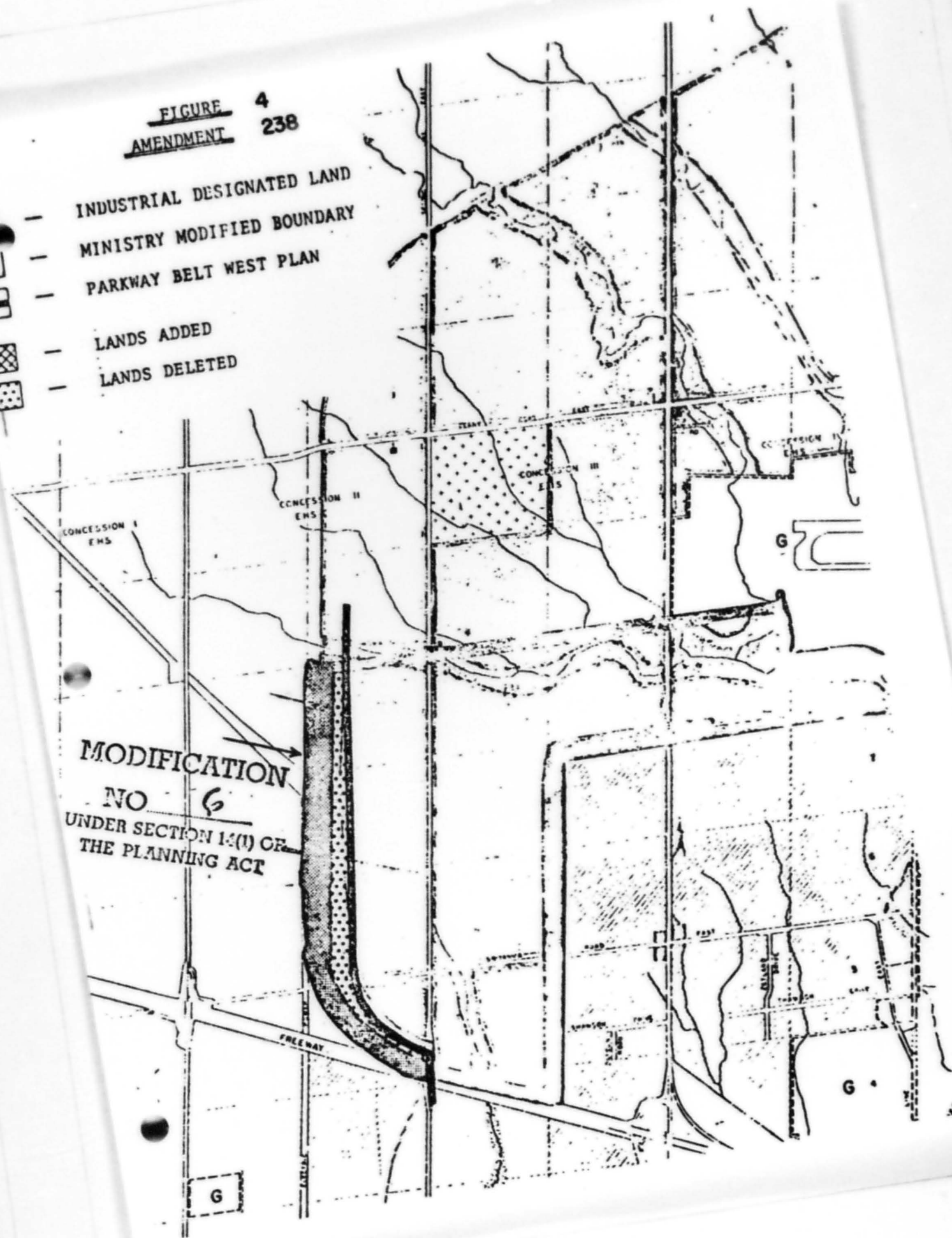


FIGURE 4  
AMENDMENT 238






INDUSTRIAL DESIGNATED LAND  
MINISTRY MODIFIED BOUNDARY  
PARKWAY BELT WEST PLAN

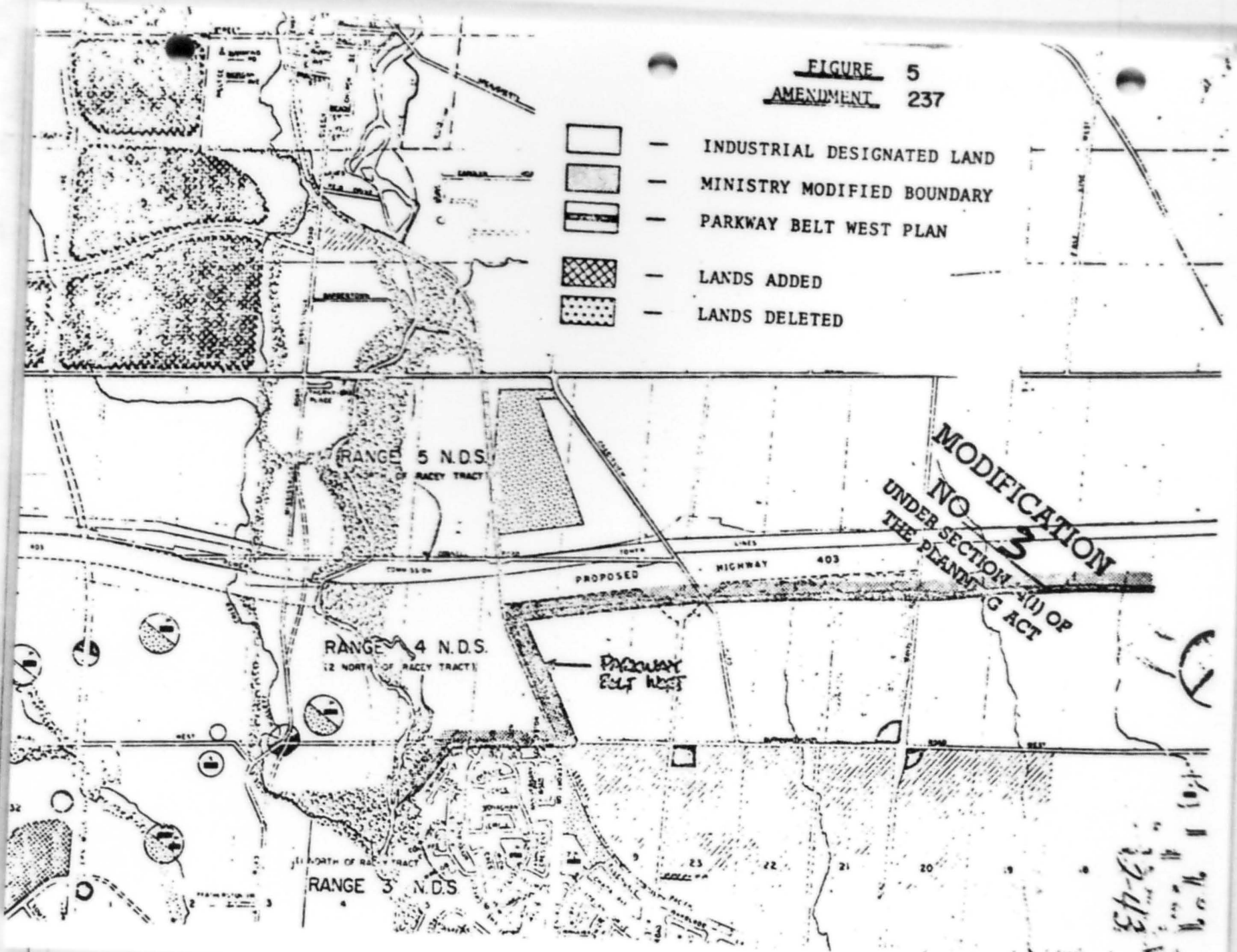
LANDS ADDED  
LANDS DELETED

MODIFICATION  
NO 6  
UNDER SECTION 14(1) OF  
THE PLANNING ACT



**FIGURE 5**  
**AMENDMENT 237**

-  — INDUSTRIAL DESIGNATED LAND
-  — MINISTRY MODIFIED BOUNDARY
-  — PARKWAY BELT WEST PLAN
-  — LANDS ADDED
-  — LANDS DELETED



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Amendment 225, which incorporates the proposals for the North-North Dixie Community Study Area, is affected only slightly as shown in Figure 6. The exact location will be made more precise during the processing of plans of subdivision.

Amendments 218 and 246, which deal with lands of the entire West Credit Development Area and the Erin Mills South part of it respectively, provide for changes to the parkway belt alignment within the Minister's modifications which were added at the time of approval of both amendments. The boundary of the parkway belt, as shown in both amendments, was intended only as an approximation which would be made more precise during the processing of plans of subdivision.

(g) Finance and Phasing

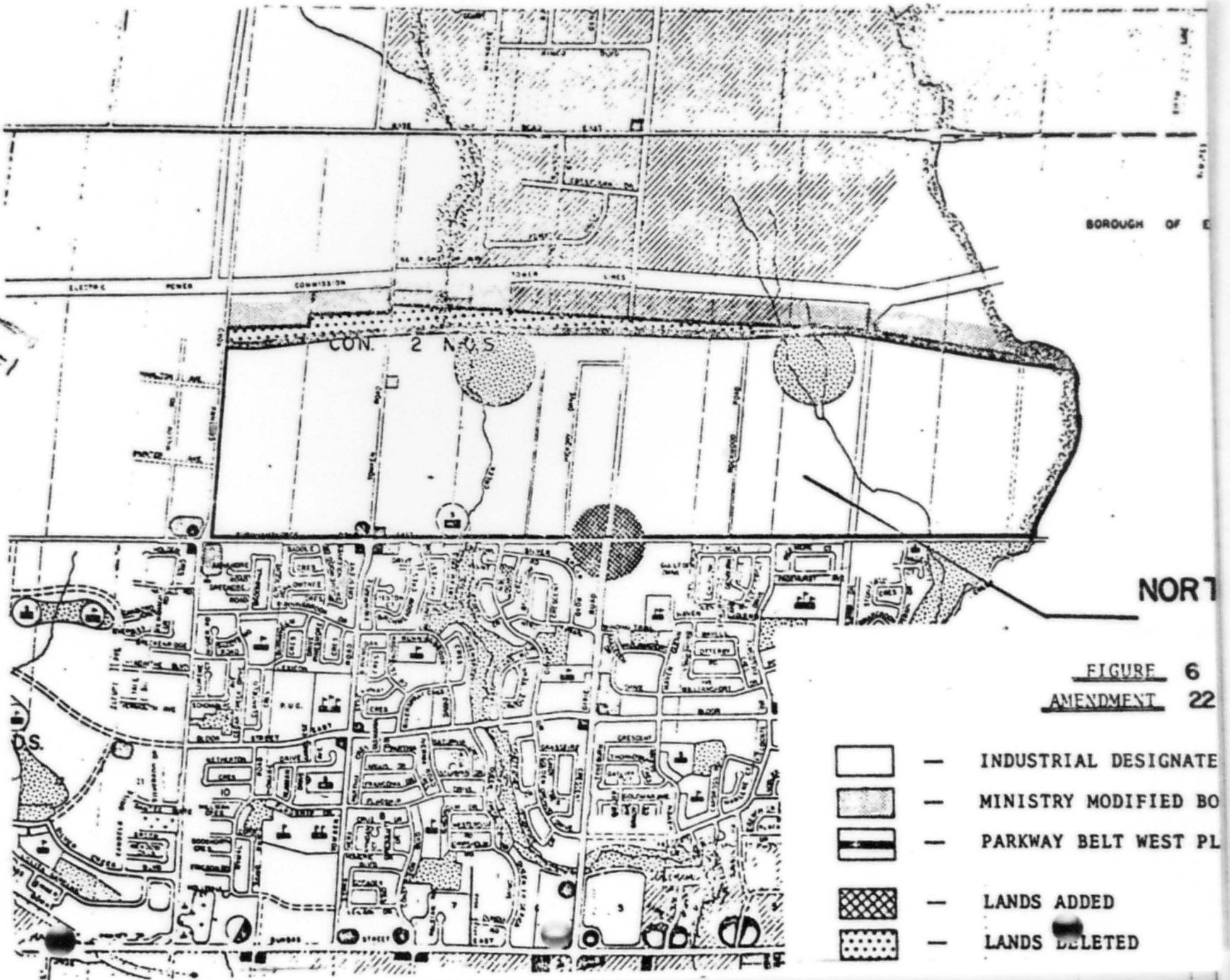
Two other aspects of the Interim Draft Parkway Belt West Plan, although of a non-planning nature, also merit comment; being closely related, they are dealt with as one point. Where land is to be acquired, the concern is with who purchases the lands and when such purchases take place. Although the report implies that the Province will be the public authority involved in the acquisition of lands, Section 5.1.1 (a) (P. 14) states:

"A major positive action implementing the plan will be the acquisition by public authorities, including the Government of Ontario, of lands for linear facilities and public open space uses."

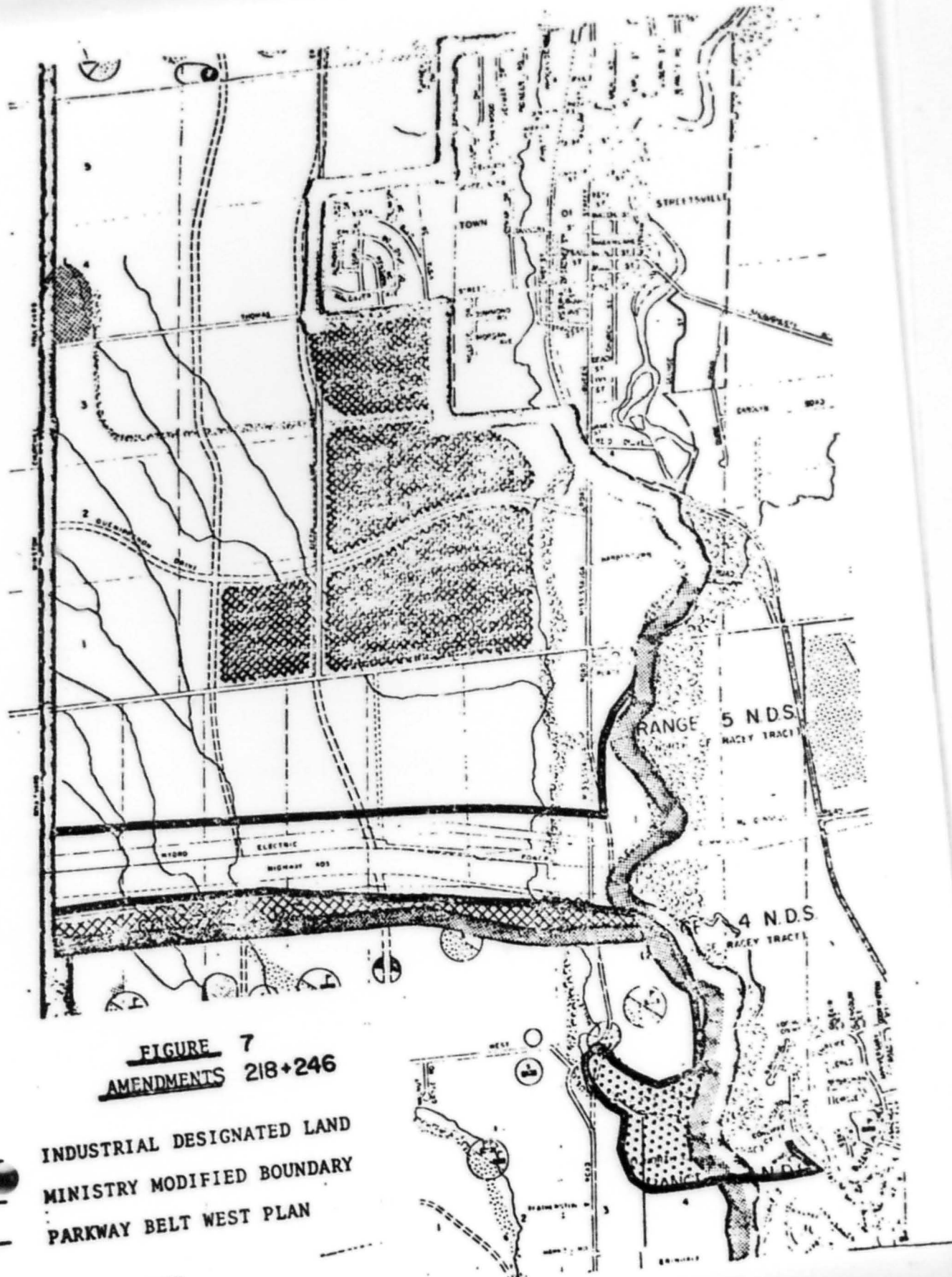
This seems to indicate that "other authorities" may become involved as well. If Mississauga, either directly or indirectly, through contributions to the Conservation Authorities as the benefiting municipality, is to become involved, the extent of its participation should be clarified. Although the rationale in the appendix of the Plan suggests that no timing on the acquisition of lands is specified.



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consideration should be given to establishing at least a general phasing program for public acquisition of lands, particularly if the municipalities are to be involved. Since most of the Parkway Belt lands in Mississauga are to be used for linear transportation facilities and utility corridor purposes, such lands are expected to be purchased as part of the establishment of these facilities. As previously noted, much of the remaining lands designated for open space purposes in the Parkway Belt plan are already used for those purposes, and will not have to be acquired because they are either already publicly owned or will remain as complementary uses in private ownership.

(h) Municipal Boundaries

Since one of the major goals of the Parkway Belt West Plan is to "support and define the boundaries of urban areas, thus helping to provide the residents with a sense of community identification", some consideration should be given to adjusting the existing boundaries between Mississauga and neighbouring municipalities. With respect to the boundary between Mississauga and Oakville, Council has already requested the Province to amend the appropriate legislation so that the lands south of Dundas Street, west of Winston Churchill Boulevard, and east of the Oakville/Mississauga Mini-belt, will become part of Mississauga. The Northern Link of the Parkway Belt forms the present boundary between Mississauga and Brampton, and it should be altered to reflect the changes of the new Parkway Belt Northern Link proposals. The south-east part of the Mississauga/Etobicoke boundary is also affected and consideration should be given to alter it so that from Lake Ontario North it would follow the Etobicoke Creek and the northerly boundary of the Southern Link, to where the Southern Link meets the existing boundary along Indian Line.

Obviously, full consideration cannot be given to any boundary changes until the Parkway Belt

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West Plan is given final approval; however, the Province should be notified of the City's concern with respect to the Mississauga/Brampton boundary and the Mississauga/Etobicoke boundary, as it was in the case of the Mississauga/Oakville boundary.

#### CONCLUSION

Although a number of issues concerning the Parkway Belt West Plan have been raised in this report, a full response cannot be made until the revised Official Plan is completed. The Parkway Belt West Plan will act as an important influence on proposed City policies that emerge during the preparation of the Official Plan. Conversely, some changes to the Parkway Belt System in Mississauga may be necessary to accommodate proposed City policies, especially with respect to the future of the North Central Area.

#### RECOMMENDATIONS

It is recommended that:

1. This report be forwarded to the Province as an Interim response to the Parkway Belt West Plan pending completion of the Official Plan.
2. During the preparation of the Official Plan, the Province be requested to give consideration to providing more open space to the Parkway Belt within Mississauga to offset the emphasis on the utility corridor - linear transportation character.
3. Since the future of the North Central Area is dependent upon the outcome of the Official Plan now in preparation, some allowance should be made for the consequences of possible future changes affecting the general configuration of the Parkway Belt System in Mississauga.
4. The location of the Malport Intermodal Terminal within the Northern Link should not be finalized until a study involving both the Region of Peel and City of Mississauga concerning the matter is completed.
5. Some means be devised whereby the City of Mississauga can participate in the planning of landscaping and screening measures for the utility corridor and linear transportation facilities, and of the recreational facilities that will be located within the Parkway Belt

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System.

6. Parkway Belt lands be made accessible to the general public as soon as possible.
7. The extent of Mississauga's participation in the program of public acquisition of lands for the Parkway Belt System should be clarified by the Province.
8. When the Parkway Belt West Plan is finalized, consideration should be given to an adjustment of the boundaries between Mississauga and Oakville; Mississauga and Brampton; and, where relevant, Mississauga and Etobicoke, so that they coincide with the Parkway Belt alignment.



APPENDIX II

July 11, 1975

2-B2 50

To: J. Galway  
Senior Administrative Officer

From: Planning Director

Re: Interim Draft Parkway Belt West Plan  
File P12

Attached is a report prepared by Mr. P. Hungerford outlining the background concept and implications of the Plan. Each member of Planning Committee has received a copy of the Plan and the report is intended to provide a précis of the stages that preceded the Interim Plan as well as that of the Plan itself.

The report is organized as follows:

- 1.0 Introduction/Background
- 2.0 Legislation/Procedures
- 3.0 Preliminary Concept
- 4.0 Interim Draft Parkway Belt West Plan
- 5.0 Northern Link (Milton - Woodbridge)
- 6.0 Analysis and Comment
- 7.0 Recommendations

It is recommended that the City of Brampton respond to the Minister's request for comments and that the comments include the following items:

1. The Interim Draft Parkway Belt West Plan be endorsed in principle.
2. The Minister review the Plan prior to its formal submission on the basis of the following:
  - a) Provide information documenting the environmental, social, and economic impact of the Plan on the Planning Area and the adjacent lands.
  - b) Provide information on the recommendations submitted by the two advisory committees.
  - c) Provide advice as to which aspects of the Plan are intended to be reviewed in accordance with the legislation.
  - d) Clarify the definitions of low-intensity and low-density uses to avoid inappropriate policy application by implementing bodies.

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- e) Provide more detailed policy guidelines for the Complementary Use Area located between Airport Road and Maclean Drive to ensure that the Area will contribute to community identity.
- f) Indicate which north-south transportation routes will ultimately provide access across the Parkway Belt.
- g) Provide additional lands beyond top-of-bank, to maintain a continuous Public Use Area along the length of the Credit River.
- h) Designate additional Complementary Use Areas abutting the Northern Link where the predominant function of the Parkway Belt is to provide a transportation/communication/service corridor.
- i) Designate areas of land where agricultural uses are to be encouraged.
- j) Expand the range of permitted uses in the Complementary Use Area to recognize the potential of uses other than those specified thus far.
- k) Provide for the multiple use of Public Use Areas where such use would not conflict with Plan policies. (e.g. Hydro right-of-way and Agriculture).
- l) Determine guidelines for isolated Complementary Use Areas, where the application of stated policies are not appropriate.
- m) The south boundary of the City of Brampton be relocated to include the land added to the Planning Area by Ontario Regulation 399/75.

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LWHL/pd  
Encl.

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L.W.H. Laine  
Planning Director

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## INTERIM DRAFT PARKWAY BELT WEST PLAN

### 1.0 Introduction/Background

The Interim Draft Parkway Belt West Plan, as presented in the Provincial Legislature on May 23, 1975, offered a comprehensive policy framework through which it was intended that the goals of the Plan be realized.

In context with other Provincial programs, the Parkway Belt West Plan serves to complement the broader Provincial goals and objectives outlined in Design for Development - The Toronto-Centred Region (TCR). The Toronto-Centred Region Plan established basic planning principles and goals, as guidelines for Provincial decisions regarding the future growth and development of the T.C.R. Region. The principles and goals of T.C.R. may be summarized as follows:

#### Development Principles.

- (i) The principle of linearity, which seeks as far as possible to align urban places along a series of more or less straight paths to take maximum advantage of parallel routes for transportation and services.
- (ii) The principle of functional efficiency, which seeks a best set of political, economic, and social relationships for all urban and rural places.
- (iii) The principle of decentralization which emphasized (i) the importance of metropolitan centre influence, and (ii) a logical distribution of urban places within a metropolitan region, with special attention to the encouragement of smaller centres which functionally are related to the metropolitan region, but geographically are located beyond easy commuter range to the metropolitan centre.
- (iv) The principle of open space conservation, which stresses, on a per capita basis, adequate open space and recreational requirements.
- (v) The principle of natural resource conservation, which stresses the need for careful use of land, water, and air.

#### Goals for T.C.R.

- (a) To facilitate the achievement of the Region's economic potential consistent with the overall provincial interest and development.
- (b) To preserve the unique attributes of the regional landscape.
- (c) To minimize the urban use of productive agricultural land.

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- (d) To minimize the pollution of water and the atmosphere.
- (e) To facilitate and maintain a pattern of identifiable communities.
- (f) To provide best possible accessibility for the movement of people and goods.
- (g) To provide essential transportation, water and sewer facilities at minimum cost consistent with overall benefit.
- (h) To maximize opportunities for using specialized services and facilities.
- (i) To develop in a manner consistent with the needs arising from long-term population trends, particularly in scale of growth and anticipated changes in household size and composition, and in age distribution.
- (j) To develop in a manner consistent with emerging and probable future technological innovations, i.e. to facilitate, adjust to, and receive the benefits of such possibilities.
- (k) To develop in a manner consistent with the needs arising from social changes resulting from future economic and technological developments e.g. changing patterns of leisure.
- (l) To develop the Region in a manner that provides flexibility.

One of the primary purposes of the Toronto-Centred Region Development Concept, was to direct the growth of the Region into a two-tier arrangement of urban communities, separated by a parkway belt consisting of open spaces (predominantly non-urban in nature) and having provision for transportation and other trunk services.

The Parkway Belt concept, as originally conceived, functions as one of the principle components of the T.C.R. Plan as the implementation of the Parkway Belt concept will contribute to the satisfaction of many of the Principle and Goals of the original TCR Development Concept. Of particular importance are the principles of linearity, open space/natural resource conservation, and the goals for the preservation of the regional landscape, maintenance of identifiable communities, accessibility, transportation/services, and flexibility.

## 2.0 Legislation and Procedures

In order to provide a mechanism for the realization of the Parkway Belt concept, the Provincial Government enacted two Bills in June, 1973. Bill 123, An Act to provide for Planning and Development in Ontario, vested with the Treasurer of



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Ontario and Minister of Economics and Intergovernmental Affairs the authority to establish as a development planning area any area of land in Ontario. Where a development planning area is established by the Minister, a survey and investigation of the environment, physical, social, and economic conditions of the development area may be undertaken. Based on these surveys, a development plan for the planning area is prepared. Bill 130, An Act to provide for Planning and Development of the Parkway Belt, established the Parkway Belt Planning Area as a development planning area, and the Parkway Belt Plan will serve as the development plan for the planning area.

In addition to establishing a development planning area, and providing for the preparation of a development plan, this legislation outlines the procedures to be followed for the preparation and adoption of the development plan.

Where a development planning area (Parkway Belt Planning Area) has been established, and a development plan is to be prepared, the Minister is required to establish two or more advisory committees, one representing the municipalities in the development planning area and one broadly representative of the people of the development area. Each of these committees are charged to advise and submit recommendations to the Minister with respect to the preparation and implementation of any development plan, and in addition, perform any other function assigned to them by the Minister.

The advisory committee representative of municipalities in the Parkway Belt Planning Area was chaired by Mr. L. Parsons (Chairman - Regional Municipality of Peel) and was comprised of the Chairmen of the Regional Municipalities of Hamilton, Wentworth, Halton, York and Metropolitan Toronto. The second committee was chaired by Mr. W. Hurst, and was comprised of representatives of groups having interests in the fields of housing, conservation, agriculture, as well as citizens at large.

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When the proposed development plan (Parkway Belt West Plan) has been prepared, the Minister will provide each municipality within the area with a copy of the proposed Plan. Each municipality will be invited to submit comments on the Plan over a period of time of not less than three months in duration. The Minister will also ensure that notice appears in one or more newspaper having local circulation, advising where a copy of the Plan may be obtained, and invite the submission of comments from the general public. After the expiration of the time allowed for the submission of comments on the Plan, the Minister will appoint hearing officers to conduct public hearings for the purpose of receiving representations respecting the contents of the Plan. Within three months after the conclusion of these hearings, the hearing officer shall report to the Minister a summary of the representations together with a report recommending acceptance, rejection, or modification of the Plan. These recommendations are made available to each municipality. Subsequent to the consideration of comments received and of the report of the hearing officer, the Minister will submit the proposed Plan with his recommendations to the Lieutenant Governor in Council.

Upon approval, the effect of the development plan would be to supercede the provisions of the existing Official Plan and/or Restricted Area By-law, should there be a conflict between the provisions of the development plan and the local legislation. Where any such conflict exists, the Minister will invite the municipality to submit proposals for the resolution of the conflict by amendment to the Official Plan and/or Zoning By-law. In the event that the conflict cannot be resolved, the Minister may by order amend the local plan and restricted area by-law to the extent that both conform to the provisions of the development plan. Following local adoption, extensions to existing structures may be permitted by decision of the Committee of Adjustment. Within five years from the day the development plan came into effect the Minister shall initiate a review of the plan, and as a result of this review modifications may be made to the plan.

In June, 1973, in addition to the preliminary concept plan of the Parkway Belt West released in concert with the above noted legislation (Bill 129 and Bill 130) the Province adopted a number of Regulations made under the Parkway Belt Planning and Development Act, which have defined by lot and concession, the Parkway Belt West Planning Area, and imposed land use regulations on the Planning Area. By defining the Parkway Belt Planning Area, and imposing land use regulations, the Province has succeeded in maintaining the integrity of the Parkway Belt for the interim period of time required for the preparation of the Draft Development Plan. The effect of these land use regulations has been generally to restrict the use of land to agriculture. Existing land uses were also recognized in the regulations.

The regulations were used to stabilize land use within the Parkway Belt, and will continue to be effective until such time as the municipal official plans and restricted area by-laws are amended.

### 3.0 Preliminary Concept

The preliminary concept plan, adopted by the Province in June, 1973, in conjunction with the above noted legislation and land use regulations, further clarified the role of the Parkway Belt concept as one of the principle components of Design for Development. The Toronto-Centred Region Concept.

The initial Parkway Belt concept was based on four principles Community Identity, Community Integration, Future Land Reserves, and Open Space System. The design of the Parkway Belt, based on these principles, reflects each according to the predominant function of the Parkway Belt System at any one point. For this reason, the size, shape, and width of the Parkway Belt varies along its length.

The principles upon which the preliminary concept are based are generally consistent with many of the principles and goals of the Parkway Belt as expressed in the Toronto-Centred Region Concept. The design of the Parkway Belt System has recognized the principles of linearity and open space/natural resource

conservation and the complementary goals of accessibility, community identity, service provision, and flexibility.

#### 4.0 Interim Draft Parkway Belt West Plan

The Interim Draft Parkway Belt West Plan was prepared by the Ministry of Treasury, Economic and Intergovernmental Affairs in conjunction with a number of other Provincial Ministries and Agencies. The Plan presents a comprehensive policy framework within which the Province will be able to implement the various Goals, Objectives and Policies expressed in the Plan.

In summary, the Parkway Belt is composed of seven links, including the mini-belts, which when taken together form a primary structural component of the Toronto Centred Region Concept, which serves to arrange the urban centres west and east of Toronto in two tiers, divided by the Parkway Belt.

The four major Goals of the Parkway Belt (being the ideals or ends to which planned courses or action are directed) are reflected both in total or in part over the length of the parkway system, as a function of the predominant objectives complementary to any one Goal being satisfied along part of the system. The four major Goals of the Parkway Belt are as follows:

- (1) Community Identification - to separate and define the boundaries of urban areas, thus helping to provide the residents with a sense of community identification.
- (2) Integration of Two-Tiered System of Urban Areas - to link urban areas with each other and with areas outside the region by providing space for movement of people, goods, energy, and information without disrupting community integrity and function.
- (3) Land Reserve for Future Flexibility - to provide a land reserve for future linear facilities and for unanticipated



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activities requiring sites of high accessibility and substantial land area.

- (4) Linked Open Space Framework - to provide a system of open space and recreational facilities linked with each other and with nearby communities and with other regional recreational areas.

#### Community Identification

In order to achieve the goal of community identification, it is the intent of the Plan to clearly define the physical limits of urban development, and provide a breach in the pattern of continuous urbanization by (i) minimizing the number of north-south connections across the Parkway Belt, (ii) utilizing obvious, natural, physical boundaries, i.e. (rivers, valleys) and, (iii) locating major transportation/service corridors in the Parkway Belt so as not to disrupt existing communities.

#### Integration of Two-Tier System of Urban Areas

By locating in one common corridor many of the transportation communication, and utility facilities that are common to the two tiers of urban centres (i) the urban place in each tier will both physically separated and (ii) functionally connected, in such a manner that the apparent conflict between the goals of Identity and Integration is resolved.

#### Land Reserve for Future Flexibility

The purpose of future land reserves is to (i) provide for the location of both unforeseen compatible activities, and (ii) unspecified linear facilities, not presently specified, while at the same time providing for conventional facilities which may be required in the future.

#### Linked Open Space Framework

The provision of an Open Space system will complement two of the principle aims of the Plan-Identification and Integration. The provision of a continuous open space system (both in public

and private ownership), will contribute to (i) an effective break between expected urban developments in each community, and (ii) satisfy the demand for regional recreational opportunities accessible to each urban tier. The open space system will also serve as a network linking both existing and proposed public open spaces between the various communities.

#### 4.1 Composition

A portion of the Northern Link of the Parkway Belt which extends from Milton eastward along the Highway 401/407 corridor to Woodbridge, is located within the City of Brampton. The Airport Mini-Belt and the Oakville - Mississauga Mini-Belt intersect the Northern Link, and provide the necessary corridors for utilities and for proposed Highways Number 410 and Number 403 respectively.

An examination of the functions of the Northern Link of the Parkway Belt indicates that the Ontario Hydro 500 KV right-of-way, the 100 foot utilities corridor, and proposed Highway Number 407 utilize part of the area of the Parkway Belt across the whole of the length of the Northern Link. Major public/private open spaces are generally centred on the Credit River/Churchville/Meadowvale area, the Etobicoke Creek, and the Humber River/Clairville Conservation Area. Further, the public/private open spaces have been represented more explicitly in turns of both Public Use Area and Complementary Use Area.

##### Public Use Area

Comprise primarily areas presently used and to be used in the future for public open space and for linear facilities. This area also includes some private open space and private uses existing prior to the adoption of the Plan. The inclusion of such private uses in the Public Use Area does not imply that they are open to the general public or that they will be publicly acquired.

##### Complementary Use Area

Comprises areas that will be maintained or developed in uses that are compatible with and assist in the attainment of the objectives of Parkway Belt West. In general, such uses will be low-density and low-intensity in nature so as to maintain the rural, non-urban character of Parkway Belt West.

Low density uses are generally considered to be those uses of land where only a small part of the site is covered by structures or equipment. A low-intensity use is recognized as a use of land that has an overall low level of activity, expressed in terms of employers, visitors, or traffic generation, among others.

As the Public Use Areas are generally dominated by either linear facilities or public open space uses, most of these lands will be acquired by either the Province or Public Authorities (e.g. Conservation Authorities or Ontario Hydro). In some instances, existing private open spaces and/or uses in the Public Use Area will not be acquired provided that these uses are compatible with the Plan objectives. Acquisition in the Complementary Use Areas will be limited to situations where minor additions to Public Use Areas are deemed to be necessary as the Plan is further refined. It is intended that the public acquisition of land will occur over a period of years, according to Provincial priorities and the availability of funds.

Policies in the Plan recognized the need to provide for instances of hardship, and the advantages of encouraging interim land uses based on a lease-back arrangement, where land is not immediately required for various Parkway Belt uses. The construction of various facilities within the Parkway Belt will occur over a period of years and will recognize potential detrimental effects on environmentally sensitive areas, such as wood lots, wooded areas, ravines, river valleys, wetlands, and scenic areas, among others.

In addition to the linear facilities and public open spaces, policies in the Plan have provided for the development of a system of trails for the purpose of linking different urban areas as well as provide trail access to various local, Regional and Provincial recreational areas. It is intended that these trails should be located primarily on publicly owned lands, such as river valleys or utility corridors.

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#### 4.2 Permitted Uses

In the Public Use Area, land may be used for linear transportation, communication/utility facilities, and any necessary ancillary facilities (i.e. interchanges, transformer stations, treatment plants), public open space uses (i.e. parks, conservation areas), golf courses, trails and buffer areas. Until such time as lands are acquired for any of the above uses, the lands will be subject to either local zoning regulations, or the Minister's Land Use Regulations presently in effect. Existing legal conforming uses may continue until such time as they are acquired for public purposes.

In the Complementary Use Area, in order to maintain the rural, non-urban character of the area it is intended that local by-laws will allow agricultural, institutional, commercial, public and existing uses, provided that all are of a low-density and low-intensity nature, and in conformity with the objectives of the Plan.

Single family residential and industrial uses are permitted on certain lands (Parkway Belt) in the Planning Area, on the basis of special considerations existing at the time the Plan was first adopted. In the case of Brampton, the Plan provides for the use of certain areas of land for single family residential uses, but does not permit any additional industrial uses in the Complementary Use Area.

#### 4.3 Implementation

The legislation upon which the Parkway Belt Plan is based requires the regional and local municipalities to incorporate the provisions of the Parkway Belt Plan in the local Official Plan(s), and amend the Restricted Area By-law(s).

It is also intended that all levels of government recognize the provisions of the Plan as a basis for their own plans and programmes affecting lands in the Parkway Belt.



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Development or the redevelopment of lands affected by the Plan will be conditional upon an agreement being entered into between the municipality and the owner, which will provide for the maintenance of existing vegetation, provisions for landscaping preservation of landforms/physical features, and the protection of natural environment areas from the detrimental effects of storm, surface, and waste water.

5.0 Northern Link - (Milton to Woodbridge)

5.1 Goal Satisfaction

As previously noted, the four major Goals of the Plan apply in varying degrees to each portion of the Parkway Belt according to the primary function of the system along any one part.

The primary function of the Northern Link of the Parkway Belt is to achieve the goal of community identification, by defining the physical limits of urban development (i.e. between Brampton and Mississauga, and between Brampton and Metropolitan Toronto) through the provision of transportation corridors (i.e. Highway Number 407, Highway Number 410, C.N.R./C.P.R. rights-of-way), and service corridors (Hydro 500 KV right-of-way, future utility corridor), and the provision of significant open spaces.

Provisions whereby the primary goal of the Parkway Belt are satisfied are also defined as goals in themselves, and for the purposes of this report, are said to be secondary goals. These are namely the provision of linked open spaces, the integration of a two-tiered system of urban places, and the preservation of land to serve the needs of future flexibility.

The provision of major open spaces between the urban areas and particularly between the Brampton Urban Area and the Mississauga Industrial Area/Milton Urban Area, will maintain the continuity of existing open spaces from the rural area west of proposed Highway Number 410 to the rural area east of the Brampton Urban Area. A system of trails and associated facilities along the whole of the length of the Northern Link will also provide the

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means whereby major open spaces (i.e. Clairville Conservation Area, the Etobicoke Creek complex and the Credit River/Churchville/Meadowvale Area) may be placed into both a regional and sub-regional context. In addition to major open spaces, and the development of a trail system, the overall function of the open space framework will be complemented by the conservation of land for agricultural production, particularly where agricultural land uses contribute to the implementation of the goals and objectives of the Plan. Major open spaces (private, semi-public and public) located in the Parkway Belt include the Streetsville Glen Golf Course, Churchville Park, Meadowvale Conservation Area, Botanical Gardens, Peel Village Golf Course, Brampton Golf Course, a sewage treatment plant, the Clairville Conservation Area, and the C.N.R. Malport Intermodal Terminal.

The success in structuring a two-tiered system of urban areas has been achieved through (i) the definition of boundaries to existing urban envelopes, principally Brampton and Mississauga, (ii) the provision of transportation and service corridors and open spaces (as previously mentioned) which separate physically and perceptually abutting urban areas, but connect urban areas functionally, and (iii) limiting the number of north-south transportation corridors across the Parkway Belt.

The provision of a 100 foot corridor for future uses serves to supplement the provisions for open spaces within the Parkway Belt as well as insert in the Plan some limited flexibility. Supplementary to this corridor, the provision of complementary use areas will also maintain and contribute to the flexibility inherent in the Plan. It is reasonable to assume that subsequent to approval and upon the review of the plan, at five year intervals the flexibility provided for at this time may be clarified.

#### POLICY

##### 5.2 Details

The implementation of the goals and objectives of the Parkway Belt Plan, in the context of the City of Brampton, will depend

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upon the successful achievement of the following policy details:

1. The acquisition of the following land and rights-of-way (r.o.w.) for the purposes of linear facilities:
  - (a) acquire additional right-of-way for Highway Number 401 expansion - 100 feet;
  - (b) acquire right-of-way for Highway Number 407 - 300 feet between Highway Number 401 and Highway Number 410;
  - (c) acquire right-of-way for Highway Number 407 - 500 feet between Highway Number 410 - 457;
  - (d) acquire right-of-way for Highway 410 where facility crosses Northern Link;
  - (e) acquire right-of-way for Hydro 500 K.V. Line - minimum 545 feet to maximum 800 feet where Airport restrictions apply.
  - (f) acquire right-of-way for future utilities - 100 feet;
  - (h) acquire land for Ontario Hydro Bramalea Station, (including rail spur);
2. Acquisition of public open space areas, particularly in the Credit River (Meadowvale)/Etobicoke Creek areas.
3. Design and development of public open space areas, and a recreational trail system.
4. Encourage the continued operation of existing golf courses.

#### 6.0 Analysis and Comment

The principle purpose of the Parkway Belt Plan is to satisfy the goal of community identification. Various features of the Plan contributing to the satisfaction of this goal include the provision of linear facilities, the development of nodes of major open spaces, and the designation of certain areas as Complementary Use Areas.

One major area of Complementary Use in the Brampton area is located between Airport Road, Eighth Line East, the northern limits of the Malton Urban Area, and the 500 K.V./Highway Number 407 corridors. The primary role assumed by this area is to



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provide an obvious visual, and physical separation between the urban area to the north (City of Brampton) and the urban area to the south (Halton Urban Area).

As such, the types of uses permitted in this area are of particular importance to the success of the Plan. Extreme care will be necessary when considering any potential future land uses for this area, particularly in regards to low-intensity, low-density type developments.

Another significant area of Complementary Use is located west of Torbram Road and east of Second Line East between the 500 K.V./ Highway Number 407 rights-of-way. The effect of delineating the boundaries of the Parkway Belt is to demonstrate the permitted extent of urban development. Further, it is quite likely that urban development and particularly industrial development, will occur up to and along the length of this portion of the Parkway Belt. In considering that the effective width of the Complementary Use Area varies from 700 - 1500 feet, more detailed development guidelines should be considered in order to achieve the principle of community identification.

The last major area of Complementary Use located in the Churchville/Meadowvale/Credit River area, is sited so as to complement the surrounding Public Use areas previously mentioned. Unlike the other two primary Complementary Use areas referred to in this report, this area is of particular importance as a major open space area; undulatory topography, and a variety of vegetation accent the most prominent local feature - the Credit River/river valley.

The remaining length of the Parkway Belt is devoted primarily to functional uses, and as such little effort is directed towards developing a significant open space corridor.

In review of the policies presented in this plan, the effective implementation of the primary goal of the Plan can only be achieved by amending Official Plan policies in regards to areas



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outside of the Parkway Belt, so as to substantiate the aims of the Parkway Belt Plan, or by the designation of additional lands as Complementary Use Areas in those areas where deficiencies are most obvious, particularly where the service function predominates. In considering that the former course of action is the most preferable, some direction should be given in the Plan whereby land use policies outside of the Parkway Belt Plan but within the Planning Area can be most effective.

Inherent to many of the policies of the Plan would appear to be a lack of detail to the extent that courses of policy action are unclear. This deficiency is most obvious in terms of policy satisfaction where local governments will be required to implement Plan proposals.

These deficiencies may be summarized as follows:

- 6.1 The legislation expressed in An Act to Provide for Planning and Development in Ontario makes provision for the survey and analysis of environmental, physical, social, and economic characteristics of an area prior to the presentation of a Plan for the development of a designated Planning Area. The Interim Draft Parkway Belt West Plan has little reference, if any, to such studies. It is recognized, however that comprehensive studies were completed prior to the designation of the final Hydro Transmission Corridor. Nevertheless, the availability of studies documenting the environmental, social, and economic impact of the Plan on the area, and especially the impact of lost economic opportunities would demonstrate some of the real costs of the Plan concept. It is also recognized that an assessment of such costs would be tempered by the economic advantages to be derived by each level of government, and by the Province in general.
- 6.2 Prior to the presentation of the Interim Draft Plan, two Advisory Committees provided for by legislation were established and charged with the submission of recommendations to the Minister pertaining to the preparation and implementation of the Plan. In addition, the two Committees may have been assigned

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additional functions by the Minister. It would seem that some indication of the roles, and the input of each Committee should have been included either in the Plan document, or in some other supplementary document, for the benefit of local municipalities, as it was these Committees that represented the interests of both the municipalities in the development planning area, and the residents of the area.

- 6.3 The legislation which established procedures for the preparation of the Parkway Belt also provided the mechanism whereby the policies of the Plan would be reviewed at five year intervals, to recognize the possible need for Plan modification. It is assumed that this review process would be directed towards such aspects as the success of presently proposed implementation procedures, or the addition of uses/functions in areas of land reserves. It is suggested that the Plan, in final form, should provide more detailed guidelines as to the direction of such a review.
- 6.4 The policy structure of the Plan is comprehensive, but lacks some detail, in that certain plan provisions are inadequate in terms of clarity. Of particular concern are the following
  - 6.4.1 Policies of the Plan have provided for the inclusion of low-density, low-intensity uses in the Complementary Use Area, subject to the satisfaction of appropriate Plan objectives. However, the definition of low-density, low-intensity use, seem to imply that where such uses are contemplated, each proposal will be reviewed on its own merit. Guidelines such as these are appropriate in the context of an Official Plan, but in terms of a restricted area by-law such flexibility should and would not be possible, unless some kind of 'special review area' could be included in the by-law.
  - 6.4.2 The goal of community identity has been complemented by policies minimizing the number of traffic routes crossing the Parkway Belt. However, the Plan gives no indication as to which access routes will continue, which will be eliminated, or where new points of

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access will be provided. Notwithstanding that this level of detail is dependent upon consideration such as highway design, the information is of paramount importance in that both the Region and the City need such direction in terms of present and future transportation planning.

- 6.4.3 In the area of the Etobicoke Creek, it would appear that 300 feet of table land, in addition to lands within the flood plain are to be acquired as public use area.

The Etobicoke Creek complex does serve as an identifiable boundary, but the Credit River and Humber River areas also satisfy this function. The Plan does not indicate any difference between these river valleys, so that it is unclear why the Public Use Area in the vicinity of Etobicoke Creek has been increased while the others have not. It is also unclear as to how this increased width along the top-of-bank is to be acquired, recognizing that such lands are beyond the general terms of reference of Conservation Authorities.

- 6.4.4 One of the objectives of the Plan, to define communities by means of clear limits to urban development, would anticipate that development will occur up to the limits of the planning area. Where development is anticipated to so occur, special consideration should be given to any linear facilities abutting the boundary of the Plan, so as to minimize any adverse effects resulting from the facility. For example, where the Highway 407 right-of-way is to be located next to residential development, a below grade facility in conjunction with landscaping and planting improvements would aid in creating minimal impact on such sensitive land uses. Where Highway Number 407 abuts industrial development, control of the industrial mix through the zoning by-law, coupled with landscaping and planting would add to the visual amenity of lands abutting the transportation facility.

- 6.4.5 The Plan anticipates the preservation of existing natural features through joint co-operation between the Province and private property owners. The spirit of co-operation may have to be assisted or stimulated by more specific programs whereby the property owner will maintain portions of his property for the

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purpose of goal achievement. With respect to the maintenance or improvement of existing woodlots, limited financial help could be made available through the "Woodlands Improvement Act."

- 6.4.6 Policies of the Plan are directed to the preservation of agricultural uses and the maintenance of the existing 'rural character' in the Planning Area where there would be conformity with the goals and objectives of the Plan. It is suggested that areas where agricultural operations are to be promoted be identified for the benefit of both local government and private property owners. In regards to lands within the Hydro 500 K.V. transmission right-of-way, the Plan does not speak to the multiple use of land (i.e. Hydro right-of-way and agricultural operations). It is suggested that this option to land use be given due consideration.
- 6.4.7 The development of a recreational trail system through and along the Public Use Area will provide the residents of the City of Brampton with previously unavailable recreational opportunities. An examination of methods to functionally integrate the existing and proposed local open space system with that of the Parkway Belt should be considered by the municipality.
- 6.4.8 Within both the Public Use Area and Complementary Use Area, certain uses may be permitted providing conformity with Plan objectives is maintained. It is suggested that uses other than those stated in the Plan may deserve consideration, and the policies of the Plan should reflect this aspect of flexibility. For example, in the Complementary Use Area, a low-density, low-intensity commercial use could include a nursery operation.
- 6.4.9 Specific policies in the Plan permit the development of single-family residential dwellings on an infilling basis. In the City of Brampton this infilling is permitted generally in the Churchville area (Martin's Boulevard, Albert Street, Bennett Street and west side of Churchville Road - Churchville), and in Lot 14, Concession 1, E.H.S. In regards to the Churchville area, development on Churchville Boulevard is confined to the



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Churchville area, yet the Plan does not define the extent of Churchville. Further detail is required so as to allow the effective application of these policies.

6.4.10 On May 22nd, 1975, the Ministry of Treasury, Economics and Intergovernmental Affairs filed Ontario Regulation 392/75 which amended Ontario Regulation 472/73, and had the effect of increasing the area of land of the Parkway Belt Planning Area. The increment in area was necessary due to minor alterations in the design of certain facilities to be located in the Parkway Belt. As a result, where the Planning Area was increased along the southern boundary, the City of Mississauga became responsible in part for the administration of the Parkway Belt Land Use Regulations. Further, it has come to be recognized that the southern boundary of the City of Brampton and the southern boundary of the Parkway Belt is one and the same.

For the sake of simplified administrative procedures, it would seem appropriate that the new southern limits of the Parkway Belt Area be formally recognized as southern limit of the City of Brampton.

#### 7.0 Recommendation

It is recommended that the Interim Draft Parkway Belt West Plan be endorsed in principle by the City of Brampton.

It is further recommended that the Minister be requested to review the Plan prior to formal submission on the basis of the following.

1. Provide information documenting the environmental, social, and economic impact of the Plan on the Planning Area and the adjacent lands.
2. Provide information pertaining to the function of the two advisory committees, and the recommendations submitted by these committees on behalf of local government and interested citizen groups.

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3. Provide information as to which aspects of the Plan are intended to be reviewed in accordance with the legislation.
4. Clarify the definitions of low-intensity and low-indensity uses to avoid inappropriate policy application by implementing bodies.
5. Make available more detailed policy guidelines for the Complementary Use Area located between Airport Road and Macvean Drive to ensure ability of the Area to contribute to community identity.
6. Clarification as to which north-south transportation routes will ultimately provide access across the Parkway Belt.
7. Provide additional lands in excess of those lands defined by top-of-bank, to maintain a continuous Public Use Area along the length of the Credit River.
8. Designate additional areas of land as Complementary Use Areas along the length of the Northern Link where the predominant function of the Parkway Belt is to provide a transportation/communication/service corridor.
9. Designation of areas of land where agricultural uses are to be encouraged.
10. Provide definitions for permitted uses in the Complementary Use Area with flexibility to recognize the potential for certain uses other than those specified in the Plan.
11. Provide a definition of the physical limits of the Churchville area, to restrict development along Churchville Road.
12. Furnish policies to provide for the multiple use of Public Use Areas where such use would not conflict with Plan policies. (e.g. Hydro right-of-way and Agriculture).
13. Develop special policy guidelines for Complementary Use Areas, where the application of stated policies are not appropriate (e.g. isolated Complementary Use Area between

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(Heart Lake Road and Torgbram Road).

14. Preparation of amendments to Bill 137, an Act to establish the Regional Municipality of Peel, so as to include within the City of Brampton those areas of land added to Planning Area by Ontario Regulation 372/75.

In addition;

15. It is recommended that the City of Brampton initiate a study to functionally integrate the existing and proposed local open space system with that of the Parkway Belt.

Pil/ds

  
P. Hungerford  
Planner

24 QUEEN ST. EAST  
BRAMPTON, ONTARIO  
L6Y 1A4



The Corporation Of The  
**City Of Brampton**

OFFICE OF THE CLERK

July 25, 1975

RECEIVED

JUL 25 1975

PLANNING DEPT.

K. Iethbridge,  
Director,  
Project Development Branch,  
Ministry of Treasury, Economics  
and Intergovernmental Affairs,  
Parliament Buildings,  
Queen's Park,  
Toronto, Ontario.

Dear Sir:

Re: Parkway Belt West Plan  
Our File M46-75

Further to your letter dated July 14th, 1975,  
I wish to advise you of the following recommendation  
contained in the Planning Committee report and adopted  
by City Council at its meeting held July 21st, 1975.

"It is recommended that the Planning Director's  
memorandum of July 11th, 1975, be forwarded to the Minister,  
including the staff report, as comments of the City of  
Brampton to the Interim Draft Parkway Belt West Plan and  
that the Interim Draft Parkway Belt West report be endorsed  
in principle by the City of Brampton with the exclusion of  
the CNR Malport Terminal since the decision on this project  
will not be forthcoming for some time, and that the City of  
Brampton initiate a study to functionally integrate the  
existing and proposed local open space system with that of  
the Parkway Belt."

A copy of the Planning Director's report is attached

Yours very truly,

K. D. Tufts  
Clerk's Assistant

RDT:lc

cc: L. W. H. Laine, A. K. Macdonald



1976-1-17

2-74

THE REGIONAL MUNICIPALITY OF PEEL

PLANNING DEPARTMENT

January 27, 1976

to the Chairman and Members  
of the Planning Committee

SUBJECT

Proposed Secondary Plan for the Clearview Neighbourhood, Town of Oakville Planning Area.

BACKGROUND

The subject plan was circulated to the Region of Peel by the Town of Oakville for review and comments prior to the preparation of a second draft.

DESCRIPTION

The proposed secondary plan provides guidelines for the development of a 519 acre area of land in the Town of Oakville, bounded by Winston Churchill Boulevard, the Queen Elizabeth Way, the Parkway Belt and the Canadian National Railway. The subject area is situated immediately west of the Park Royal Community in the City of Mississauga as shown on Schedule B.

PURPOSE

The subject secondary plan proposes to provide specific development guidelines and to establish a model of the future pattern of development for the proposed Clearview Neighbourhood. It further proposes to identify and establish long term goals, objectives and policies through which to evaluate the development of the Neighbourhood.

At present the north-easterly three-eighths of the lands are designated Agricultural in the Town of Oakville Official Plan but are zoned RSA and RVC which permits single family development on lots of 75 and 60 feet of frontage respectively. The remainder of the lands lying east of Ford Drive and north of the C.N.R. are designated Industrial and zoned M2 and M3 for industrial purposes. Upon finalization of this secondary plan study, we understand that the Town of Oakville proposes to submit an Amendment to the Minister changing the primary plan designations and introducing a secondary plan for this area.

BASIS

The proposed secondary plan was initiated as a result of the recommendations and proposals put forth in the "Development Impact Study" for this area, conducted by the Town of Oakville in 1975.

While the plan concedes that the proposed Clearview Neighbourhood will be somewhat isolated from the existing Town structure, it suggests that the development

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of the area could respond to the need for additional housing in the region, and through the provision of services facilitate the development of an additional 525 acres of future industrial land north of the O.E.W. and south of Dundas Street between Winston Churchill Boulevard and the Parkway Belt. The Town considers the development of these local employment opportunities and the maintenance of a desirable assessment base essential as the area develops.

The plan states that the presence of residential development along Clearview Drive was instrumental in determining the land use of the area, inasmuch as it would prove economically and socially inappropriate to totally redevelop Clearview Drive.

The background studies which form the basis of the plan as set out in Part III are intended to serve as explanatory and supporting information not constituting part of the formal document (Part II). Part I constitutes an introduction to the plan as described above.

PRINCIPLES AND  
POLICIES

Part II of the plan is the body of the document containing a statement of principles and policies applying to the Clearview Neighbourhood with respect to services, population, residential-industrial-commercial development, the neighbourhood core, roads, vegetation, phasing and flexibility. This section also contains interpretation and implementation statements which indicate that the policies in the proposed secondary plan shall have priority over the policies contained in the main Official Plan and that the plan will be implemented through successive and more detailed steps in the planning process including subdivision design, zoning and site plan control.

It is Part II and the various schedules included in the plan which will provide the legal and guiding portion of the proposed secondary plan.

NEIGHBOURHOOD  
CONCEPT

The subject plan introduces three alternative land use proposals, however, only one (design D-8) is indicated as being preferred by the Town. This alternative which is attached to this report as Schedule C, incorporates an industrial area adjacent to and south of the O.E.W. extending from the Parkway Belt to Winston Churchill Boulevard. The proposed industrial use of these lands is considered to be the most appropriate as it will act as a physical and visual barrier to separate the proposed residential uses to the south from the O.E.W. to the north. A second industrial area is located north of the Canadian National Railway tracks with a depth of approximately 1,600 feet. In total the

industrial areas will occupy 211 acres or 40.6% of the land area.

Within the area designated for residential uses, low density housing is proposed consisting of single family, semi-detached and cluster housing. A total of 1450 units are envisaged occupying a gross area of 308 acres including roads and parks or 59.4% of the land area. The resultant population is projected to be approximately 5,800 persons at a gross residential density of 18.8 persons per acre.

Although there are no provisions for mixed forms of housing, the Town has indicated that the proposed low density housing would be in context with their concept of scaling down density from the community core area. The plan suggests that this alternative would respond to the need for a variety of family type housing in a complementary fashion to other higher density areas in the Town without including all housing types in the neighbourhood while still maintaining reasonable population objectives. The Town also considers it appropriate to limit population in this neighbourhood due to the lack of and inability to provide local community facilities.

Incorporated into the residential area will be a number of existing wood lots as open space areas linked together by a system of walkways along the Iroquois shoreline. In addition a community meeting centre and park are proposed as a focus for recreational and possible day care facilities.

The facilities proposed for the park areas, (59 acres) include three tennis courts, softball and baseball diamonds, a soccer field, passive and apparatus areas, a natural ice rink and an outdoor pool. Adjacent to the centre community and park is a site for an elementary school to be developed by the Halton Board of Education.

The proposed commercial area of 1.5 acres for convenience purposes is located at the intersection of the major and minor collector roads adjacent to the school site with accessibility from the park system and community centre.

Access to the Clearview Neighbourhood is proposed through the westerly extensions of Truscott Drive and Bromsgrove Road which will form part of the major and minor collector road system respectively. These roads and the various local roads which are proposed would be capable of moving the anticipated traffic volumes to connections with arterial roads such as Winson Churchill Boulevard, Ford Drive and Southdown Road.



CITY OF MISSISSAUGA  
CONSIDERATION

Earlier this month the City of Mississauga considered the proposed Clearview Neighbourhood Secondary Plan and enunciated concerns about the impact of local traffic on Truscott Drive, the increased demand that could be placed on certain City recreational facilities, the possibility of bussing separate and secondary students into Mississauga and the effect that the Parkway Belt could have on proposed development for both municipalities. The City also recommended that a technical staff liaison committee be established in order to monitor the impact of future development along the municipal boundary and further pointed out that the alternative plan proposed by the developers would have adverse implications for Mississauga.

REGIONAL ANALYSIS  
AND COMMENTS

Roads and Transportation

The Planning Department's Transportation Division and the Public Works Department have reviewed the subject plan and provided comments which are summarized as follows.

Due to the low density character of the Clearview Neighbourhood and type of housing units proposed, it is assumed that the employment opportunities for those who reside there will be either in Metropolitan Toronto or the Mississauga City Core. The work trip travel demand generated from this development to Toronto will require additional capacity on the Q.E.W.. Due to the right of way constraints and budgetary restrictions, it is unlikely that the Q.E.W. will be widened in the near future to accommodate additional car travel. The possibility of providing an interchange between Winston Churchill Boulevard and the Q.E.W., as assumed in the proposed secondary plan, in the next five years will be very remote. Whether or not an overpass is constructed at Winston Churchill Boulevard, development of the Clearview Neighbourhood will accelerate the need for improvements to Winston Churchill Boulevard, half the cost of which will accrue to the Region of Peel as this is a Regional boundary road.

It is anticipated that Highway 403 will be completed from Q.E.W. to Highway 401 in the next five to seven years. However, the proposed interchange design between Q.E.W., Highway 403 and Ford Drive does not permit the traffic to obtain access from Ford Drive onto Highway 403.

As a result, the vehicular traffic projected from this development will have the alternative of either using Truscott Drive and Southdown Road or Winston Churchill Boulevard and South Sheridan Way to obtain access to Q.E.W..



A third alternative would be to use Ford Drive and/or extended Clearview Drive to reach South Sheridan Way and eventually to Q.E.W. via the Southdown Road interchange.

As the intersection of Truscott Drive and Southdown Road is operating at capacity, and the section of Truscott Drive between Bodmin Road and Southdown Road is very heavily travelled, it will not be desirable to allow the peak hour or through traffic from the proposed Clearview Neighbourhood to use this alternative. The only way to prohibit this movement would be to erect a raised median on Winston Churchill Boulevard between Bromsgrove Road and South Sheridan Way or to defer development of the Clearview Neighbourhood until the Q.E.W. - Winston Churchill Boulevard interchange is constructed.

In addition, there is concern as to the introduction of truck traffic on Bromsgrove Road and Truscott Drive in Mississauga from the industrial area in Oakville. Such traffic might be limited by the designation of "no heavy vehicles" but certainly the volumes would increase because of home/work trips.

The use of automobiles for access to the Clarkson GO Station should be discouraged since the existing road and parking facilities are fully utilized. Therefore, to use the GO Train efficiently, good public transit service should be provided from this subdivision directly to the Clarkson GO Train Station. This transit connection will require that the internal street system of the Clearview Neighbourhood be redesigned to permit the local transit service on Bromsgrove Road and Truscott Drive in Mississauga to be extended through this subdivision, such that the transit system can penetrate the residential area with the maximum walking distance between the majority of residents and the bus stops not exceeding 1000 feet.

The plan indicates a local industrial road interconnecting with Winston Churchill Boulevard close to the Canadian National Railway. Because of future grade separation requirements at this location, it is suggested that this road pattern be revised. The construction of the Clearview Neighbourhood, unlike that of the Park Royal Development which was primarily oriented to Southdown Road, will impose a substantial burden on Winston Churchill Boulevard, which we suggest should be programmed for reconstruction to a minimum four lanes, complete with an interconnection or fly-over at the Q.E.W. and complete with grade separation at the Canadian National Railway.

In view of the above, it is suggested that policies be included in the plan to phase development of the Clearview Neighbourhood in conjunction with the provision of satisfactory vehicular access to the Q.E.W. via Ford

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Drive and Winston Churchill Boulevard; that a committee be established to consider the feasibility of establishing an inter-municipal transit system to this neighbourhood and that suitable policies governing the same be introduced in the plan itself.

#### Community Facilities

Concern has been expressed by the Regional Social Services Department that the future residents of the Clearview Neighbourhood will turn to Peel for social services. This is supported through the background material in the plan which indicates that future residents will seek social interactions and recreation outside their neighbourhood, apart from those facilities provided in the community centre which are designed primarily for daytime use.

Due to the physical separation imposed upon this Neighbourhood by the Parkway Belt the policies in the plan should recognize that facilities such as libraries, secondary schools, and indoor recreational facilities may still be necessary despite the small scale of the Neighbourhood. Unless these facilities are provided the more convenient existing facilities in Mississauga will be utilized by the Clearview residents.

#### School Facilities

The plan presently provides for one elementary school (K-8) to be located in the core of the Neighbourhood. Separate and secondary school students are proposed to be bussed to schools elsewhere in Oakville.

The Peel Board of Education has commented that it is theoretically possible for secondary school and senior public school students to attend school in Park Royal. This type of arrangement is not uncommon, however, as there is presently insufficient capacity available, discussions should be initiated so that arrangements can be made and the necessary policies included in the secondary plan.

#### Services

The plan indicates that the water supply and sanitary sewers will be provided by the Town of Oakville to service the proposed neighbourhood. Accordingly, the Regional Public Works Department has indicated that there would be no impact on the Region of Peel System. Although it may be physically possible to provide sanitary sewer service to the area from Peel, a preliminary examination indicates that it may be more

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financially feasible to serve the lands from the Halton Joshua Creek Treatment Plant.

Commercial

The plan contains a reference to "minor commercial" use under the policies for Residential area. It is suggested that this use should be clarified with examples if possible.

Parkway Belt Effects

One of the objectives of the Oakville-Mississauga Mini-belt is to separate and define with clear limits the Oakville, Mississauga and Streetsville Urban Communities. A close examination of the Parkway Belt locations reveals that this objective has been accomplished in the area north of Highway 5 where the Mississauga-Oakville Municipal boundary corresponds with the easterly limit of the Parkway Belt. South of Highway 5, the Municipal boundary, established when the Regions of Peel and Halton were created, leaves approximately 525 and 520 acres north and south of the O.E.W. respectively within the Mississauga Urban Area, as defined by the Parkway Belt, but not within the City of Mississauga or the Region of Peel. Since these lands appear to be more closely oriented to Mississauga insofar as community services and transportation links are concerned, perhaps consideration should be given to the feasibility of a boundary change.

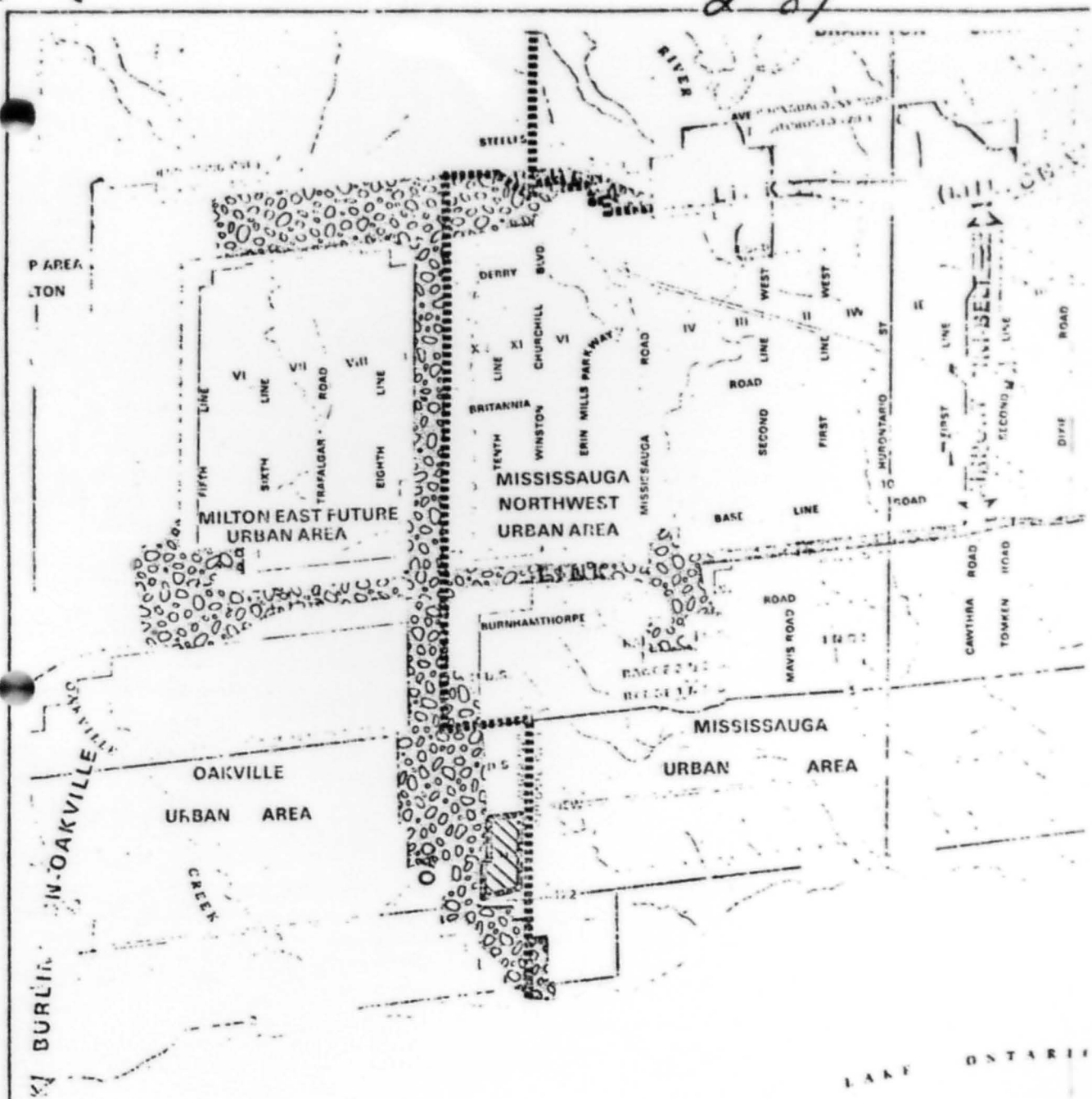
RECOMMENDATION

- (1) That Regional Council consider the feasibility of a boundary adjustment to include in the Region of Peel those lands in the Town of Oakville lying east of the Parkway Belt, west of Winston Churchill Boulevard north and south of the O.E.W..
- (2) That this report entitled "Proposed Secondary Plan for the Clearview Neighbourhood, Town of Oakville Planning Area" be adopted as outlining the Region of Peel's position and forwarded to the Town of Oakville as input into their consideration of the Clearview Neighbourhood Secondary Plan and further that the Regional Planning, Social Services and Public Works staff meet with the City of Mississauga and Town of Oakville Planning staff to examine the feasibility and timing of development in this area.

*Agenda*  
*John R. [unclear]*  
*acknowledged*  
*Jan 22 1976*

*Peter E. Allen*  
Peter E. Allen,  
Commissioner of Planning





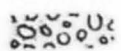
# REGION OF PEEL PLANNING DEPARTMENT

Schedule A

Legend:



Area of Clearview Secondary Plan(Oakville)



Parkway Belt Design Area



Mississauga - Oakville Municipal Boundary

Page  
North



Scale:





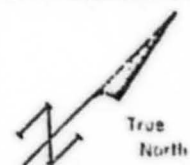
# REGION OF PEEL PLANNING DEPARTMENT

Schedule B

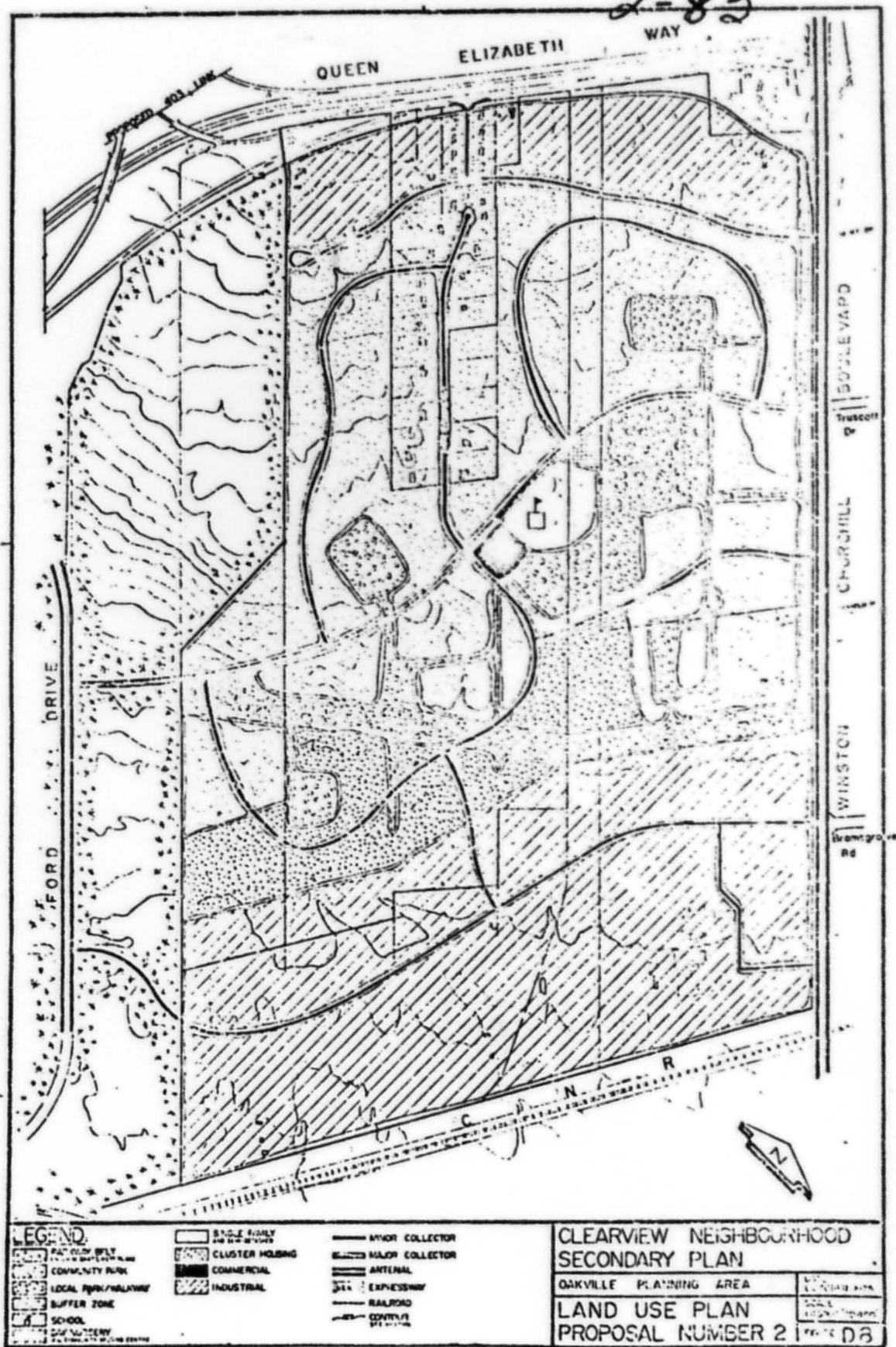
Legend:

- Area of Proposed Clearview Neighbourhood
- Secondary Plan
- Town of Oakville Planning Area
- Parkway Belt Design Area
- Municipal Boundary

Page North



Scale:



SCHEDULE C

CITY OF MISSISSAUGA

MINUTES

MEETING NUMBER TEN

NAME OF COMMITTEE: GENERAL COMMITTEE OF COUNCIL

DATE OF MEETING: MARCH 17, 1976

PLACE OF MEETING: COUNCIL CHAMBERS

MEMBERS PRESENT: Chairperson: Councillor M. H. Spence  
Mayor Dobkin; Councillors Murray,  
Killaby, Culham, Searle, and  
McCallion. Councillor Kennedy  
arrived at 9:35 a.m.

Mayor Dobkin retired from the meeting  
at 11:15 a.m.

MEMBERS ABSENT: Councillors McKechnie and Wolf.

STAFF PRESENT: I. F. Markson, J. Dorrell, A.  
Adamson, J. Lethbridge, W. Taylor,  
E. Halliday, S. Martin, L. McGillivray,  
and J. LeFeuvre.

DELEGATIONS - 9:00 A.M.

- A. Mr. J. Rogers, representing S. B. McLaughlin re site plan approval. See Item #1.
- B. Janet Bradley representing Pitfield Construction. See Item #2.
- C. Mr. R. H. Watson, representing Douglas A. Watson re land severance. See Item #3.

MATTERS FOR CONSIDERATION:

- 1. Letter dated March 1, 1976, from Mr. J. Rogers re proposed neighbourhood shopping facility, Block I, Plan 957, north-east corner of Central Parkway East and Mississauga Valley Boulevard, requesting that the Planning Staff be authorized to process the site plan. Mr. Rogers attended before the Committee and reiterated his request as set out in the letter. The Deputy Commissioner of Planning advised that he concurred with the request.

File: R.P. 957 & 156-76

Approved

See Recommendation #428 (H. McCallion)



March 17, 1976

2. Planning Staff Report dated March 3, 1976, regarding application OZ-99-73, Pitfield Construction. This report was considered by the Planning Committee on March 3, 1976, when it was recommended that the request by Pitfield Construction Limited to permit the development of mixed apartments and townhouses at a density of 30 units per acre, of which 8 units per acre would be for row dwelling units, be approved, subject to the conditions inherent in the previously approved application under File OZ-99-73, and subject to the applicant agreeing to comply with any additional requirements of the City or any other official agency concerned with the development of these lands. Mrs. Janet Bradley, representing Pitfield Construction, appeared before the Committee to answer any questions regarding the application.

File: OZ-99-73

Approved

See Recommendation #429 (C. Murray)

3. Letter dated March 9, 1976, from Mr. R. H. Watson on behalf of Douglas A. Watson (Watson's Apple Storage). Mr. Watson requested Council's permission to make application to the Land Division Committee in order to sever 8 lots. Mr. R. H. Watson appeared before the Committee and advised that there were actually two reasons for his appearance:

- (i) to request permission to sever more than three lots;
- (ii) release from the resolution freezing residential development within 200 feet of a major highway.

Mr. Watson explained to the Committee that his client wished to develop the 8 lots by way of the Land Division Committee in order to expedite the processing and in order to get a prompt decision from the Ministry of Transportation and Communications with reference to land which may be required for highway purposes. Mayor Dobkin stated he was in agreement to develop the lands residentially; however, would prefer if it was not single family residential because of the proximity of the Queen Elizabeth Way. Councillor Searle stated he would support referral of this matter to the Land Division Committee. The Deputy Commissioner of Planning



advised he would prefer if development of the land took place by way of a plan of subdivision as the City would have complete control of the processing. Considerable discussion took place and Mr. Watson stated that he would be against advising his client to proceed by way of a plan of subdivision. Councillor Searle moved that the development proceed by the principle of the Land Division Committee. This motion was voted on and lost. Councillor McCallion then moved that the property be developed via a plan of subdivision and that Council assure the applicant that the processing will be handled expeditiously and also suggested that the Ward Councillor arrange a prompt decision from the Ministry of Transportation and Communications.

File: 66-76

See Recommendation #430 (H. McCallion)

At 10:00 a.m., the General Committee moved into Council. The Council meeting adjourned at 11:15 a.m. and the General Committee reconvened.

4. Report, "A Policy for Public Open Space", City of Mississauga Recreation and Parks Department. Prior to commencing the presentation with reference to this report, Mr. E. Halliday, Commissioner of Recreation and Parks, introduced Miss Joan Hollaren, City Curator and Historian.

Mr. Halliday then proceeded with the presentation which was accompanied by slides of various types of open space concepts. Mr. Halliday suggested that the report be received and referred to the Official Plan Task Force in order that appropriate open space policies may be incorporated into the Official Plan; and further, that the report be made available for the various affected agencies, school boards and the private sector. He also pointed out to the Committee that he would like to see the policies come forward and be adopted by Council before the end of the year. In relation to this, Councillor Spence suggested a period of 90 days for comments from the various agencies, boards, etc. Mr. Dorrell stated that this time limit would be acceptable to the Planning Department. Councillor McCallion asked whether or not it was possible to take out the policies which should be done immediately and not await the adoption of the Official Plan to which Mr. Halliday replied that this was a possibility. Councillor

Continued....

March 17, 1976

Searle moved adoption of Mr. Halliday's recommendation and also moved the following amendment: "That the Commissioner of Recreation and Parks be requested to single out items which should have prior consideration by Council and, perhaps, taken out of the context of the total report". The motion and amendment were voted on and carried. Councillor McCallion also suggested that a copy of the report be placed in the City libraries so that the residents are able to inspect it.

File: 140-76  
34-76

See Recommendation #450 (R. A. Searle)

5. Report dated February 13, 1976, from the Clerk's Department regarding administration of the Financial Agreements. It was recommended that this report be received and referred to budget discussions.

File: 120-76

See Recommendation #431 (D. Culham)

6. Report dated March 8, 1976, from the City Treasurer with reference to the assessment on condominium units by the Provincial Government.

File: 155-76

Approved

See Recommendation #432 (C. Murray)

7. Report dated February 27, 1976, from the Property Agent in which he recommended that the sum of \$14,100.00 be accepted as the cash payment in lieu of the 5% land dedication in connection with CDM 74-74, Queen Elizabeth Towers, being a 47 unit apartment condominium on Queen Street, zoned R4, By-law 1227, Port Credit.

File: CDM 74-74

Approved

See Recommendation #433 (R. A. Searle)

March 17, 1976

8. Report dated February 27, 1976, from the Property Agent in which he recommended that the sum of \$2,125.00 be accepted as the cash payment in lieu of the 5% land dedication in connection with application B 208/75, Domenic Alfieri, Fausto Alfieri, being a residential lot on Rosemary Drive, zoned R2.

File: 66-76

Approved

See Recommendation #434 (R. A. Searle)

9. Report dated February 27, 1976, from the Property Agent in which he recommended that the sum of \$159,275.45 be accepted as the cash payment in lieu of the 5% land dedication in connection with application T-24356, Eugene Kohn comprising 70 residential lots zoned R1 and 2 reserve blocks B and C.

File: T-24356

Approved

See Recommendation #435 (R. A. Searle)

10. Report dated February 27, 1976, from the Property Agent in which he recommended that the sum of \$18,000.00 be accepted as the cash payment in lieu of the 5% land dedication in connection with application T-75006, Bayshore Developments Limited for 9 single family lots.

File: T-75006

Approved

See Recommendation #436 (R. A. Searle)

11. Report dated March 3, 1976, from the Property Agent regarding the Cooksville Fire Hall Site and St. John Ambulance, 19 Dundas St. E. Mr. Wilkinson recommended that the lease be executed, subject to the conditions stated in his report.

File: 111-76

Approved

See Recommendation #437 (H. McCallion)

March 17, 1976

12. Report dated March 1, 1976, from the Property Agent regarding Church Street Widening. Mr. Wilkinson recommended that the Offer to Sell dated February 26, 1976, from Janes Alexander Bond in the amount of \$2,891.00 for the strip of land shown as part 36, Plan 43R-3261, be executed by the City (486 sq.ft.).

File: P. 11-75

Approved

See Recommendation #438 (H. McCallion)

13. Report dated March 1, 1976, from the Property Agent regarding Church Street Widening & Streetsville Wood Products and Glass Service Property, 158 Church Street. Mr. Wilkinson recommended that the Offer to Sell dated February 26, 1976, whereby the owners of 158 Church Street agree to sell part of their land shown as part 38, Plan 43R-3261 to the City for road purposes, for a total compensation of \$7,244.00 being \$3,682.00 for the land plus payment of \$3,507.00 for horticultural stock as appraised by Cedarvale Tree Service, be executed by the City (669 sq.ft.).

File: P. 11-75

Approved

See Recommendation #439 (H. McCallion)

14. Report dated March 1, 1976, from the Property Agent regarding Tomken Road Widening and Bank of Montreal Property, 985 Dundas St. E. Mr. Wilkinson recommended that the deed dated January 16, 1976, whereby the Bank of Montreal conveys to the City parts 1 and 2, Plan 43 R 3143, be accepted by the City and that the accepting by-law establish the lands as part of Tomken Road.

File: 18-76

Approved

See Recommendation #440 (C. Murray)



March 17, 1976

15. Letter dated February 25, 1976, from the Secretary Treasurer of the Land Division Committee, Region of Peel, with reference to taxes and local improvement charges. This letter was in reply to a recommendation adopted by Council on December 10, 1975.

File: 20-75  
66-76

Received

See Recommendation #441 (C. Murray)

16. Letter dated March 1, 1976, from the Region of Peel regarding an Interim Levy By-law passed by the Region on February 26, 1976.

File: 35-76  
20-76

Received

See Recommendation #442 (H. McCallion)

17. Letter dated March 8, 1976, from the Bramalea-Brampton Optimist Club requesting permission to hold Air Cadet Tag Days in Mississauga on April 2, 3, 9 and 10, 1976.

File: 74-76

Approved

See Recommendation #443 (H. McCallion)

18. Letter dated February 26, 1976, and petition from residents in the area bounded by Etobicoke Creek and Highway #10, Dundas Street and North Service Road regarding the Block Parent Programme. Councillor Culham distributed a report dated March 17, 1976, in which he made four suggestions regarding the establishment of block parent programmes in the City of Mississauga. It was the general opinion of the Committee that the City should not be involved in this programme - that it was something which could be looked after by the community groups. Councillor Killaby suggested that Councillor Culham's report and suggested recommendations be referred to the Traffic Safety Council and that the Traffic Safety Council should be the liaison with the Block Parent Programme.

File: 49-76  
46-76

See Recommendation #444 (C. J. Killaby)

March 17, 1976

19. Letter dated March 4, 1976, from the Canadian Federation of Mayors and Municipalities regarding the 1976 membership fee in the amount of \$7,280.00 (April 1 to March 31). The Committee was advised that this fee was the same as it was in 1975. Councillor McCallion pointed out to the Committee that the City actually pays the membership fee twice because the Region also belongs, and suggested that the City not renew its membership for 1976. Councillor Killaby suggested that the Canadian Federation of Mayors and Municipalities be requested to consider that when the upper tier of a Regional, Metropolitan or County government belongs, that the lower tiers pay a reduced membership fee or no fee at all.

File: 36-76

See Recommendation #445

(H. McCallion - a)

(C. J. Killaby - b)

20. Report dated March 3, 1976, from the Commissioner of Engineering, Works and Building with reference to construction costs for intersections of Regional Roads and proposed subdivision streets. This report was prepared as a result of a resolution passed by Regional Council on February 12, 1976. Mr. Taylor recommended:

1. That the Region of Peel be advised that the City of Mississauga concurs that the cost of any improvements on Regional Roads required to provide a connection with a new street pattern shall be borne by others than the Region of Peel.
2. That the Region of Peel be advised that the City of Mississauga will require that the Region be responsible for the estimates and the distribution of costs for all work referred to in part 1 of this recommendation, including the inspection and acceptance of same.

File: 18-76  
35-76  
120-76

See Recommendation #446 (C. J. Killaby)

March 17, 1976

21. Report dated February 27, 1976, from the Commissioner of Engineering, Works and Building with reference to the storm drainage, West Beach Investments Ltd., Bexhill Road subdivision T-74109. Mr. Taylor recommended that West Beach Investments Ltd. connect directly into the existing storm sewer system on Old Poplar Row with a retention facility to be provided at this connection and that they also provide for minimization of silt material reaching Turtle Creek during the development of the site itself as recommended in a report prepared by Marshall, Macklin and Monaghan dated February 1976. The following material was also attached to the agenda: Extract from Planning Committee Report of November 19, 1975, as adopted by Council on December 10, 1975; Planning Staff Report, Consolidated Report. Councillor Culham moved an amendment to the recommendation as follows: "That the developers of lands which drain to Turtle Creek be required to ensure that, during the development of their lands, methods for retention of storm water and minimization of silt material be provided as recommended by the City of Mississauga Engineering Department."

File: T-74109  
120-76

Approved

See Recommendation #447

(H. McCallion - a)  
(D. Culham - b)

22. Report dated February 26, 1976, from the Commissioner of Engineering, Works and Building with reference to White Birch Developments, T-25170. Mr. Taylor recommended that the developer be required to pay the \$2,000.00 per gross acre major watercourse improvements levy and the \$2,000.00 per gross acre major road improvements levy in the normal fashion. A letter from White Birch Lands Limited, was also attached. Councillor Spence advised the Committee that, perhaps, this matter should be deferred as the proposed development is a down zoning and this might affect the payment of the levies.

File: T-25170      See Recommendation #448 (C. Murray)



March 17, 1976

23. Report dated March 9, 1976, from the Commissioner of Engineering, Works and Building with reference to industrial subdivision T-74320, 285239 Ontario Limited. Mr. Taylor recommended that the developer be required to pay the \$2,000.00 per gross acre major watercourse improvements levy and the \$2,000.00 per gross acre major road improvements levy based upon the total gross acreage of the site for the lands indicated on their present draft plan, except those lands to be acquired by the Provincial Authority on the Hydro Electric Power Commission. Council, on March 8, 1976, approved the conditions of draft approval and the Consolidated Report with respect to this proposed plan; however, referred the matter of the two levies to the Commissioner of Engineering, Works and Building for a report. Considerable discussion took place regarding this matter. Councillor Culham recommended that Mr. Taylor's recommendation be adopted; however, that a further report be prepared to clarify the policy, with particular reference to land dedications. It was also suggested that a legal opinion be obtained from the City Solicitor.

File: T-74320  
120-76

See Recommendation #449 (D. Culham)

Due to a lack of time, Items 24, 25, 26, and 28 to 37 inclusive on the agenda were not dealt with. Councillor McCallion moved that these items be referred to Council on March 29, 1976.

RECOMMENDATIONS:

As Per Report No. 10-76

ADJOURNMENT:

1:05 p.m.